THE PORT OF SAN FRANCISCO

BIENNIAL REPORT 1938 - 1940

BOARD of STATE HARBOR COMMISSIONERS

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BIENNIAL REPORT

OF THE

BOARD OF STATE HARBOR COMMISSIONERS

PORT OF SAN FRANCISCO

FOR THE FISCAL YEARS COMMENCING JULY 1, 1938
AND ENDING JUNE 30, 1940

COMMISSIONERS:

J. F. MARIAS, President
GEO. SEHLMEYER
E. A. McMILLAN

GENERAL OFFICES, FERRY BUILDING
SAN FRANCISCO, CALIFORNIA

HON. CULBERT L. OLSON
GOVERNOR OF THE STATE OF CALIFORNIA

LETTER OF TRANSMITTAL

October 1, 1940

To His Excellency
Hon. Culbert L. Olson
Governor of the State of California

Dear Sir: In accordance with Section 3507 of the Harbors and Navigation Code of the State of California, the Board of State Harbor Commissioners submits herewith its report for the biennium commencing July 1, 1938, and ending June 30, 1940, the ninetieth and ninety-first fiscal years.

Respectfully submitted.

BOARD OF STATE HARBOR COMMISSIONERS

J. F. Marias, *President*
Geo. Sehlmeyer
E. A. McMillan

J. F. MARIAS
PRESIDENT

GEO. SEHLMEYER

E. A. McMILLAN

BOARD OF STATE HARBOR COMMISSIONERS

¤

COMMISSIONERS

J. F. MARIAS, President

GEO. SEHLMEYER

E. A. McMILLAN

¤

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Chief Engineer
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Assistant Engineer
H. E. SQUIRE

Chief Wharfinger
WILLIAM A. GEARY

Superintendent Belt Railroad
JOSEPH V. NARDINI

THE PORT OF SAN FRANCISCO

⌑

From Bahrein, Balboa, Baltimore, Bombay and B. A.
Kobe, Papeete, Sydney and Corpus Christi
Sitka, Singapore, Seattle, San Diego and Santos
Victoria, Batavia and Philadelphia
Liverpool, London, Los Angeles and La Libertad
Boston, Charleston, Galveston, Wellington and Stockton
Trinidad, Tacoma, Tampa, Havana and Savannah
Capetown, Callao, Coos Bay, Calcutta and Cristobal
Glasgow, Valparaiso, Sacramento, Hilo and Rio de Janiero
New York, New Orleans, Newark and Newport News
Oakland, Auckland, Portland, Oregon, and Portland, Maine
Manila, Melbourne, Montevideo, Mobile and Midway
Yokohama, Hong Kong, Honolulu, Rarotonga and Pago Pago
Merchant ships sail for the Port of San Francisco

⌑

Wherever trade winds blow, wherever stevedores unload a cargo, wherever shippers make out a bill of lading, San Francisco is known as one of the best ports that ever berthed a merchant ship.

A WORLD PORT

What is a port? Fundamentally a port is a place where rail and ocean meet, a seaboard center of economic distribution for vast regions. The greater and richer the region, the more important the port. Providential location, a deep water harbor and modern, efficient shipside facilities have made the Port of San Francisco the principal port for the great Central Pacific Basin of the United States and also the major National port for the Pacific, South and Central American, Asiatic and Australasian trades.

Goods from every part of the world pass over the piers of San Francisco Harbor. They may be transshipped to some far off corner of the earth or they may be destined for California, the Pacific Coast, the Middle West, the South or the Eastern United States. Wherever bound, these cargoes represent productive genius, shipping energy, human labor, all the factors that make America today one of the world's greatest trading nations.

SECOND PORT IN AMERICA

For many years San Francisco has ranked as second only to New York in the value of its port business. This sustained position is largely credited to the fact that the Port of San Francisco can answer more successfully the two demands of any shipper: First, how fast can a shipment clear through the port? And second, how economically can a shipment clear through the port?

Before the two questions are answered in respect to the Port of San Francisco, a few facts stand out above the rest. San Francisco is both an ocean and a river port located in one of the greatest landlocked harbors of the world. Along The Embarcadero, San Francisco's famous waterfront street, are 43 modern piers, all under the control of a Board of State Harbor Commissioners, an administration which has existed since 1863 for the benefit of the people of the entire State of California and the Nation.

HARBOR FACILITIES

To serve the farmers and shippers of California's famed agricultural crops, the Board of State Harbor Commissioners has built a State Grain Terminal and a Refrigeration Terminal on the waterfront as additional facilities of the harbor. The piers and terminals together total 193 acres of cargo area and there are approximately seventeen and a half miles of berthing space for ships.

The State also has a railroad which is the connecting link in the cargo movement between the ships at the piers and the various railroad yards, industries and warehouses along The Embarcadero. This tremendous plant—piers, terminals, railroad, land, buildings, equipment, everything that goes to create a major port—is valued at 107 million dollars.

This valuation actually represents the assets that have been built up over the course of years

THE GOLDEN GATE
World Famous Entrance
to San Francisco Harbor

WOOL
BANANAS
TIN
COPRA
SISAL
RUBBER
HEMP
FERTILIZER
COCOA
BRASIL
CACAU-BAHIA

from earnings. In other words, almost unique among ports NOT ONE CENT of tax money has gone into San Francisco Harbor construction, operation, and maintenance. This port is and always has been self-supporting.

CARGOES OF EVERY KIND

One other fact—San Francisco is a general cargo port in the true sense of the word. It has a stability of commerce unsurpassed by any other port. Many other ports have special products which they handle better than any other. San Francisco is not a specialty port; it handles a diversity of products that range all the way from copra to hairpins.

As an example of diversity, one cargo handled recently was a shipment from Vladivostok. Siberia, of just a dozen bales measuring about two feet square. These bales contained rare furs valued at $1,000,000. They went to New York. Within a week of this shipment the same pier on which the furs were landed received and cleared a huge shipment of coffee from the east coast of South America and, two days later, a shipload of wool arrived from Australia. The wool was wheeled across the pier, sorted and immediately placed in freight cars for shipment into the industrial center of the country. One week, one pier, and three cargoes shipped from three different corners of the earth to San Francisco.

On the docks of San Francisco there is evidence aplenty of strange places; strange cargoes. Human hair is imported from China and India for wigs and novelties. Copra, the dried meat of the coconut, arrives in large quantities from the Philippines and the South Seas for soaps and cooking oils. From the Amazon River Valley come wild-pig hides for American glove factories, and babassu nuts to say nothing of coffee. Every day something new in world trade turns up along the waterfront. The air of romance and signs of far away lands never leave San Francisco.

FAST PORT CLEARANCE

Now to return to the first question—how fast can a shipment clear through the port? Here is what the United States Board of Engineers for Rivers and Harbors, in cooperation with the United States Shipping Board, said in Port Series No. 12:

"San Francisco is a shining example of efficient control of terminal and interchange facilities. There is no friction, no congestion, no delays at this port. Traffic moves to and from the piers with a smoothness and facility which is noticeably absent at some other ports not adequately coordinated."

ECONOMICAL PORT CLEARANCE

The second and last question—how economically can a shipment clear through the port?

WORKING CARGO ON SAN FRANCISCO WATERFRONT
TWO BARGE LIGHTERS AND A REFUELING TANKER ARE ALONGSIDE AN ORIENT-BOUND VESSEL AND A ROUND-THE-WORLD SHIP WHOSE HOME PORT IS SAN FRANCISCO

UNLOADING CARGO
At the edge of the deck the winch tender gives signals to the winch driver (above to the left) who is lowering the slingload onto a small platform car

Since the Port of San Francisco is the only State-owned harbor in California its costs serve as a yardstick for the establishment of tariffs elsewhere. Shipping costs have a great deal to do with farm produce returns and prices, and with those of other industries. San Francisco Harbor has four sources of revenue—WHARFAGE, a charge against the cargo; DOCKAGE, a charge against the ship; PIER RENTALS, a charge against the ship line which has the privilege of using the facilities; and USAGE, a charge against the land carriers who transport commodities to and from the piers. Most municipally controlled ports have a fifth source which San Francisco has not; funds provided by the taxpayer.

Even without the assistance of tax levies, the cost of operating the Port of San Francisco is very economical. The efficiency of handling cargo across the docks and piers via truck along the wide embarcadero or into freight cars on the piers has been recognized by the shipping public, the United States Army engineers and others. The actual Port cost per ton of cargo is the lowest charge assessed by any port authority on the Pacific Coast.

Nature's bestowal of an unsurpassed land-locked deep water harbor and a far-sighted State policy of self-support for the Port of San Francisco has paid many dividends to shippers and the general public in the past and will continue to do so during the years to come.

UNLOADING OPERATIONS

As soon as a ship enters through the Golden Gate it proceeds to a pier assigned by the Harbor's Chief Wharfinger. When it docks the cargo manifest is handed to one of the state wharfingers and unloading operations commence immediately. The steamship company has called an experienced crew of longshoremen which starts up over the ship's side, slinging nets and testing the winches. The hatch covers are pulled off, a sling crew enters the hold and soon the first slingload comes over on to the dock.

The slingloads are lowered on top of small platform cars, all joined up to a motor jitney. Longshoremen release the slings and hook them to an empty flat for reloading in the hold. When the cars are loaded, the jitney driver takes them inside the pier to certain designated areas. Here freight clerks are waiting to tally the cargo and assign it out to trucking concerns for carriage to the shipment's consignees.

INTERCHANGE SWITCHING SERVICE

Many of the shipments are destined for distant points and, consequently, instead of being trucked away the shipments are loaded into adjacent freight cars on a depressed track alongside the pier so that cargoes may be wheeled in without delay.

As soon as the freight cars are loaded a switch engine of the State Belt Line Railroad "pulls" the pier and takes the trainload to one of the nearby railroad yards (there are three transcontinental railroads terminating at San Francisco as well as many lesser lines), to one of the warehouse spur tracks, to a spur track of an adjacent industry, or even to another pier for transshipment.

24-HOUR RAILROAD OPERATION

Night and day seven switch engines of the Belt Line are in operation upon 66 miles of track along San Francisco's 10 mile length of waterfront serving shippers and keeping things moving on this important trade artery. San Francisco

Harbor has more freight car ferry traffic than any other port on the Pacific Coast and spaced along The Embarcadero are six slips to accommodate this traffic.

The Belt Line is a busy railroad. Approximately 450 cars are switched every day, averaging about 140,000 cars annually and the balance of the port's cargo movement is handled by motor trucks. With all this traffic, prompt service is still maintained. The average time of taking a car from a standard railroad to shipside is only 45 minutes, and since this includes the time for many of the cars to cross the bay this Belt Line dispatch service is highly competitive if not superior to that offered by other ports.

ROUNDHOUSE AND SHOPS

The Belt Line Railroad maintains a roundhouse and shops where locomotives are overhauled and the majority of metalcraft jobs turned out for the entire harbor. One feature of this metalcraft service has been the development of thermit welding which has been put to excellent use in the reconstruction of the Belt Line trackage. In addition, this shop manufactures the railroad's own locomotive rings and pistons.

The Automobile Loading Depot receives one of the many important switching services performed by the Belt Line Railroad. Here during the six months peak of automobile purchasing an average of 75 automobile freight cars are placed alongside the platforms every day. The automobiles are unloaded and the empty cars pulled out again. This particular switching service has been cut down to an average of 30 minutes from the time the switching request has been turned into the Belt Line Office.

THE STATE GRAIN TERMINAL

Back in the seventies and the eighties San Francisco was well known as a great grain port. It still is a great grain port but today it ships many other commodities as well. Nevertheless every year California farms produce almost a million tons of barley and, although wheat has given way to barley as the leading grain, it is produced in greater quantity now than in the earlier days.

To provide shipside facilities for shipping this golden harvest the harbor has the huge State Grain Terminal located at Islais Creek Channel. This structure was built by the Board of State Harbor Commissioners in 1923 and has grown in service to shippers ever since.

Three cargo vessels can easily tie up at one time alongside the terminal. Four or five barges may work at one time together with 30 or 40 freight cars on the sidings. Bulk loading capacity to ships is 200 tons of grain per hour while for cars it is 160 tons per hour which gives an idea of what the terminal can do. The average yearly handle of barley is 125,000 tons and at the height of the season grain is stacked in the terminal shed in rows twenty feet high and two city blocks long.

FRESH FRUIT REFRIGERATION

Six years ago the State Refrigeration Terminal was established fronting on the China Basin and probably no other harbor service has met with such response on the part of growers and shippers. During the past biennium over 112,000 tons of packaged California plums, pears, apples and grapes were "precooled" for 48 hours at the Terminal and then loaded aboard "reefer" ships alongside and shipped to the United Kingdom and Europe. Since the outbreak of war, much of the fresh fruit shipments have gone to South America, the Orient, the Straits Settlements and the Dutch East Indies.

The two-story plant, recently augmented by a $250,000 annex, has 450,000 cubic feet of

LOADING CARGO
This picture shows the new form of hoist control now installed on the latest American ships

refrigeration space available in 17 cork-insulated cooling rooms. This means more than 200,000 packages of fresh fruit can be precooled at one time.

Precooling is an interesting process. During the summer months fruit crops are picked in the field at high temperatures. They ripen quickly and soon would rot if allowed to remain in the open. Fruit designated for foreign shipment is rushed by truck or rail from all over central and northern California to the Refrigeration Terminal and here by a scientific process the temperature of the fruit is brought down slowly and gradually to a point just above freezing. After two days in the refrigeration rooms the fresh fruit is then ready to be loaded into the cold storage hold of a waiting ship for delivery without spoiling to some destination on the opposite side of the globe.

THE ENGINEERING DEPARTMENT

Under the direction of the Harbor's Chief Engineer, the Engineering Department has a variety of tasks to perform. The Harbor is almost like a city. It has jurisdiction over The Embarcadero so street lights must be installed and repaired, paving must be kept in good condition, sanitary conditions must be safeguarded.

In general, however, the Engineering Department prepares all the plans for harbor facilities and has charge of all construction, maintenance and repair, and also dredging operations which are necessary to keep the slips at sufficient depth to accommodate vessels berthing at the piers. It requires the services of engineers, draftsmen, surveyors, piledrivers, carpenters, plumbers, painters, steel rolling door repairmen, roofers, electricians and many others.

On the second floor of the Ferry Building are seven switchboards that control the entire electrical apparatus of the harbor from the Ferry Building clocks to the sirens, bells, horns and whistles that guide the pilots safely whenever foggy or stormy weather covers the bay. The siren atop the Ferry Building signals the time three times a day to the people of San Francisco. With the aid of the United States Coast Guard each pier has its own set of lights and signals, and other lights form part of the elaborate system the harbor possesses for fire protection.

FIRE PROTECTION

Holding the front line of fire protection are the two modern fireboats, "Dennis T. Sullivan" and "David Scannell," berthed at Piers 22 and 33 respectively, plus two auxiliary fire fighting boats and the expert crews that man them. While the two large boats keep steam up at all times, there is a 24-hour fire patrol keeping constant vigilance along the waterfront.

The Division of Tugs and Dredges of the Engineering Department has two dredges, two tugs and four mud scows as equipment to battle the shifting currents of the bay and keep the slips deep and serviceable for shipping.

On the first floor of the Ferry Building are the harbor maintenance shops which are outfitted to perform any job required on the waterfront save major construction such as new piers. Presently its largest job is reconverting the old Hyde Street ferry pier and slips into additional wharves for the great San Francisco fishing fleet. Part of this work is being done by one of the harbor's piledrivers.

ACTIVITY ALONG HARBOR BELT LINE

Opposite: (top) Two engines are about to pass the Belt Line roundhouse and shops. At left, one of adjacent switching yards; right, a car ferry may be seen. Bottom: (left and right) Belt Line Railroad trackage paralleling northern section of The Embarcadero

SOME OF THE HARBOR SERVICES

Top: (left) One of the automobile loading platforms served by the Belt Line Railroad; (right) Stacking fresh fruit for cooling at the Refrigeration Terminal. Bottom: (left) Steam up and ready for instant action is the Harbor fireboat "Dennis T. Sullivan"; (right) Barley stacked high at the State Grain Terminal

PERFORMING HARBOR JOBS

Opposite: (left) The Chief Wharfinger and an assistant checking a cargo manifest; (right) cutting lumber into pier planking in the Harbor's maintenance shops

STATE WHARFINGERS

The Wharfinger Department is the principal revenue booking agency of the board. This department assigns the various vessels to their berths and the wharfingers at the various piers after inspection of cargo manifests report all charges for tolls, dockage, demurrage, etc., to the Accounting Department which enters and accumulates all the financial and statistical records of the board under an accounting system devised by the State Department of Finance.

RENTAL DEPARTMENT

Rental revenues of over $100,000 are received every month by the Board of State Harbor Commissioners. In direct charge of all rental arrangements embracing pier rentals and concessions at the Ferry Building, Fishermen's Wharf, the wharves and piers—in fact, all the ten-mile length of Harbor property from the foot of Hyde Street to Hunters Point is the Rental Manager.

A general survey is being conducted of all the Harbor land acreage (including seawall lots, reclaimed land, The Embarcadero and other streets, submerged land inside of the seawall line, and submerged land between the seawall and pierhead line) and the pier and wharf area. When the survey is finished, the Rental Department will have reclassified approximately 2108 acres of Harbor property.

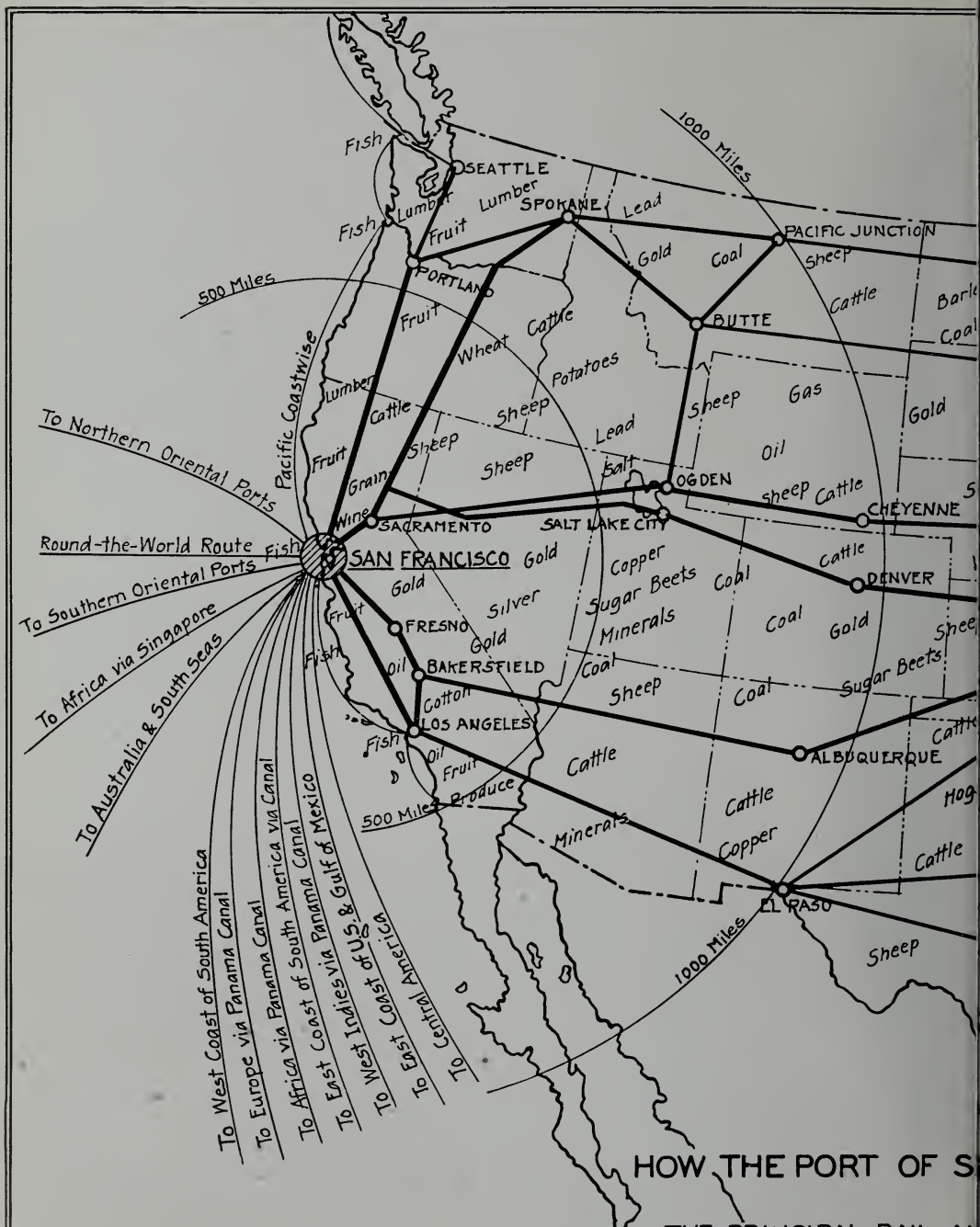
NEW TRAFFIC DEPARTMENT

During the last biennium the Board of State Harbor Commissioners recognized the long-standing need for an alert and energetic Traffic Department. By competitive examinations dependent upon sound experience the State Personnel Board has certified prospective members of this new department which aims to furnish expert traffic assistance to all shippers and consignees, to maintain a complete file of tariffs of steamship, railroad and truck lines, to furnish a coordinated service to all carriers and to make a constant study of traffic possibilities.

LABOR RELATIONS

Through unfortunate circumstances San Francisco has received a reputation of labor strife particularly on the waterfront, whereas the exact reverse is true. This is a community where 228 trade and industrial unions compose their differences with around 1785 employers who are organized into the San Francisco Employers Council. There is in operation "The San Francisco Plan" which is a model in labor relation effort acclaimed throughout the country.

Only 20 minor strikes occurred in all of San Francisco during the year 1940 as compared with 39 for the previous year. One of the best examples of the plan's effectiveness has been the new San Francisco Longshoremen's contract which received the personal underwriting of the president and the immediate past president of the Congress of Industrial Organizations. Though the Board of State Harbor Commissioners is not an employer of longshoremen or seamen, it acknowledges and has been instrumental in promoting an era of better labor relations in San Francisco.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To Southern Oriental Ports
To Africa via Singapore
To Australia & South Seas
To West Coast of South America
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To East Coast of South America via Panama Canal
To West Indies via U.S. & Gulf of Mexico
To East Coast of America
To Central America
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Fruit
Lead
Gold
Coal
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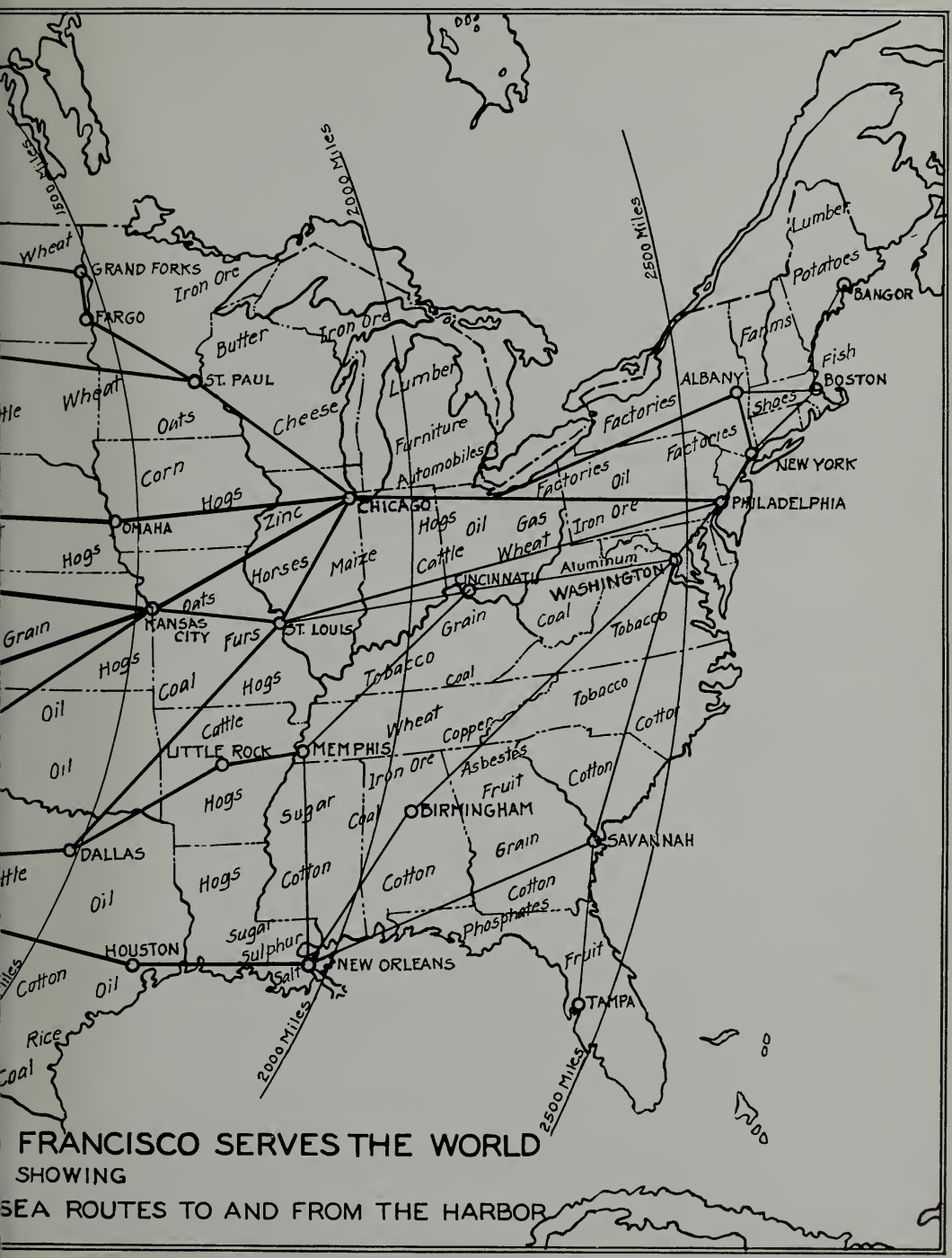


FRANCISCO SERVES THE WORLD
SHOWING
SEA ROUTES TO AND FROM THE HARBOR

HARBOR FISHING BOATS

Above: A purse seiner fishing boat putting out to sea. Below: A view of one of the boat basins at Fishermen's Wharf

OLD SCENES—NEW PICTURES

Opposite: Young artists capturing the color and industry of renowned Fishermen's Wharf

WORLD-FAMED FISHERMEN'S WHARF

Much of the color and romance surrounding the Port of San Francisco can be found at the northern end of The Embarcadero where the world famous Fishermen's Wharf offers an intriguing scene of busy fishing craft (trollers, purse seiners, trawlers, gill netters), seafood grottos, steaming sidewalk cauldrons for shellfish cooking, and cork-ringed nets strung out for drying, mending and dyeing, all mingled with the tang of the sea.

CENTER OF FISHING INDUSTRY

San Francisco is the center of the Pacific Coast's crab and sardine industry. Together with shrimp and lobster, the catch also includes a big variety of salt water fish—albacore, anchovies, barracuda, bocaccio, codfish, rock cod, flounder, California halibut, hardhead, herring, mackerel, pike, salmon, sea bass, sheepshead, smelt, sole, whitebait, whitefish, and yellowtail. Especially delicious and served almost exclusively in San Francisco are abalone and Farralone Island sand dabs.

Every spring a home fleet of steamers with about 900 men aboard leave San Francisco for Bristol Bay, Alaska, to fish for red salmon off the northern fishing banks. The salmon is canned in Alaska and brought back to San Francisco in the fall.

Most of the boats berthed in Fishermen's Lagoon are individually owned, a source of family pride and competition among the 3000 fishermen who live in the adjacent North Beach section of San Francisco.

Besides fishing craft, bay excursion boats tie up at Fishermen's Wharf to take persons on trips around the Harbor viewing such points of interest as Alcatraz Island, Angel Island, the two bridges, and the docks of San Francisco.

ARTISTS' PARADISE

Fishermen's Wharf is a paradise for artists and tourists alike. Much of the picturesqueness of old Mediterranean times has been transplanted to this beautiful setting on San Francisco Bay in the shadows of the Golden Gate.

RECONSTRUCTION OF THE BELT LINE RAILROAD

Without a single interruption to the railroad operations, the Board of State Harbor Commissioners with the assistance of the Federal Works Progress Administration is completely rebuilding 20 miles of the Belt Line Railroad trackage along The Embarcadero under conditions of continuous heavy traffic movement. This is probably one of the largest reconstruction programs at the port since the building of the sea wall. When completed, Belt Line switching service will be faster and better coordinated than ever before.

COMPLETE REHABILITATION

Specifications of this $500,000 project provided for complete installation of new creosoted ties and 90 pound "tee" rail except at street crossings where seven inch 128 pound girder rail is used. All tracks are to be raised on heavy ballast section to the level of The Embarcadero where new concrete curbing is erected to separate the vehicular traffic from the main line railroad tracks. New paving is to be laid down at all street intersections.

To provide a better drainage system, the cobblestone basalt rocks which had been a part of the old paving were placed in the sections between the ballasted tracks. This not only allowed a much quicker drainage of rainfall on the tracks but economized on ballast rock. Every phase of the reconstruction work has been as up-to-date as possible.

FASTER SERVICE

The entire main line tracks north of the Ferry Building, now completely rebuilt, present a new and different picture from that of the old days. As a result of the vehicular separation, switching operations have speeded up 40 per cent. Tracks have been realigned, short curves and reverse curves eliminated and in all cases turnouts installed for piers and industries in suitable size to handle the larger railroad equipment of the present times.

Another feature of the project has been the grading, cleaning and surfacing of The Embarcadero sea wall lots to provide free public automobile parking wherever the facilities permitted. This has aided in the virtual elimination of the indiscriminate parking problem.

DEFENSE WORK

Work is still in progress on the southern end of The Embarcadero and a new switching turnout is being installed for the benefit of Fort Mason, the Army's embarkation depot. Military authorities furnished material for the tracks leading to Fort Mason and the Presidio, otherwise the Board of State Harbor Commissioners acted as full official sponsor of the project.

Opposite: (top) Laying and tamping ballast rock; (center) Skilled craftsmen from the Harbor Belt Line Shops making a thermit weld; (bottom) Putting down paving at an Embarcadero street intersection

Below: A section of reconstructed track showing the new vehicular separation and open ballast drainage

HISTORY OF THE PORT OF SAN FRANCISCO

Queen City of the Pacific, San Francisco owes much to the different trades which brought ships from all over the world in search of commerce and left in return the cosmopolitan appearance that has made the harbor famous. The spice trade led to its discovery. The fur trade brought the first American ships. The hide trade made San Francisco supreme among California ports and built the New England shoe industry. The grain trade saved the port from the effects of the gold trade decline and the newly completed transcontinental railroad. Lumber, coal, fish, sugar, pineapple and petroleum each have had their heyday. Today, however, the Port of San Francisco is not dependent upon any single commodity for its prosperity; it is a general cargo port.

THE SPICE TRADE

During the 16th century huge Spanish galleons laden with gold, silver and rare spices, sailed between Mexico and Manila on one of the richest trade routes in history. At times the galleons were shipwrecked or fell prey to some daring privateers, and the Spanish viceroys urged that safe anchorages be found. Stories brought back to Mexico by survivors of a galleon wreck told of a "Lost Port," now thought by historians to have been San Francisco Bay.

Yet for two long centuries the stout adventurers of Spain and England, including such famous names as Cabrillo, Drake, Cermenon, Vancouver and Vizcaino, sailed up and down the coast of western America and failed to find it.

DISCOVERY OF THE BAY

It was not until 1775, the year the Continental Colonists waged the Battle of Bunker Hill on the heights above Boston Harbor, that the first ship, a small government schooner "San Carlos," sailed through the Golden Gate to explore San Francisco Bay which had been sighted six years earlier by a land party commanded by Don Gaspar de Portola. The ship's captain, Juan Manuel de Ayala, reported to the viceroy, "This newly discovered port of San Francisco is the best I have seen on this coast north of Cape Horn."

In honor of their patron saint, St. Francis of Assisi, padres of the Franciscan order built Mission Dolores as a settlement at the head of a lagoon which emptied into the bay through Mission Creek, now the China Basin Channel. Overlooking the bay entrance was the Presidio, or military outpost, northernmost defense of the Spanish possessions against the Russians, already entrenched in Alaska and who later encroached as far south as Fort Ross on the rocky coast about 100 miles to the northwest of San Francisco.

The Franciscans added other missions at Santa Clara, San Jose, San Rafael and Sonoma, all within a day's travel from Mission Dolores. Important to the hide trade soon to materialize, these missions became centers of live stock raising and were, in effect, the earliest of the California ranchos.

BEGINNINGS OF COMMERCE

The sleepy, quiet settlement's first experience with foreigners came from the fur traders, both American and Russian, who though they originally wanted only fresh meat and provisions began killing sea otter right under the noses of the helpless authorities. It is estimated that the traders took 40,000 otter skins from San Francisco Bay and shipped them to Canton, China.

After the fur traders left, Sausalito on the north rim of San Francisco Bay became a haven for whaling ships putting in for wood and water after long cruises about the Pacific. Under the Spanish Law of the Indies, foreign trade was prohibited but the Yankee whalers and the remote inhabitants of San Francisco could not resist indulging in a little clandestine commerce.

THE HIDE AND TALLOW TRADE

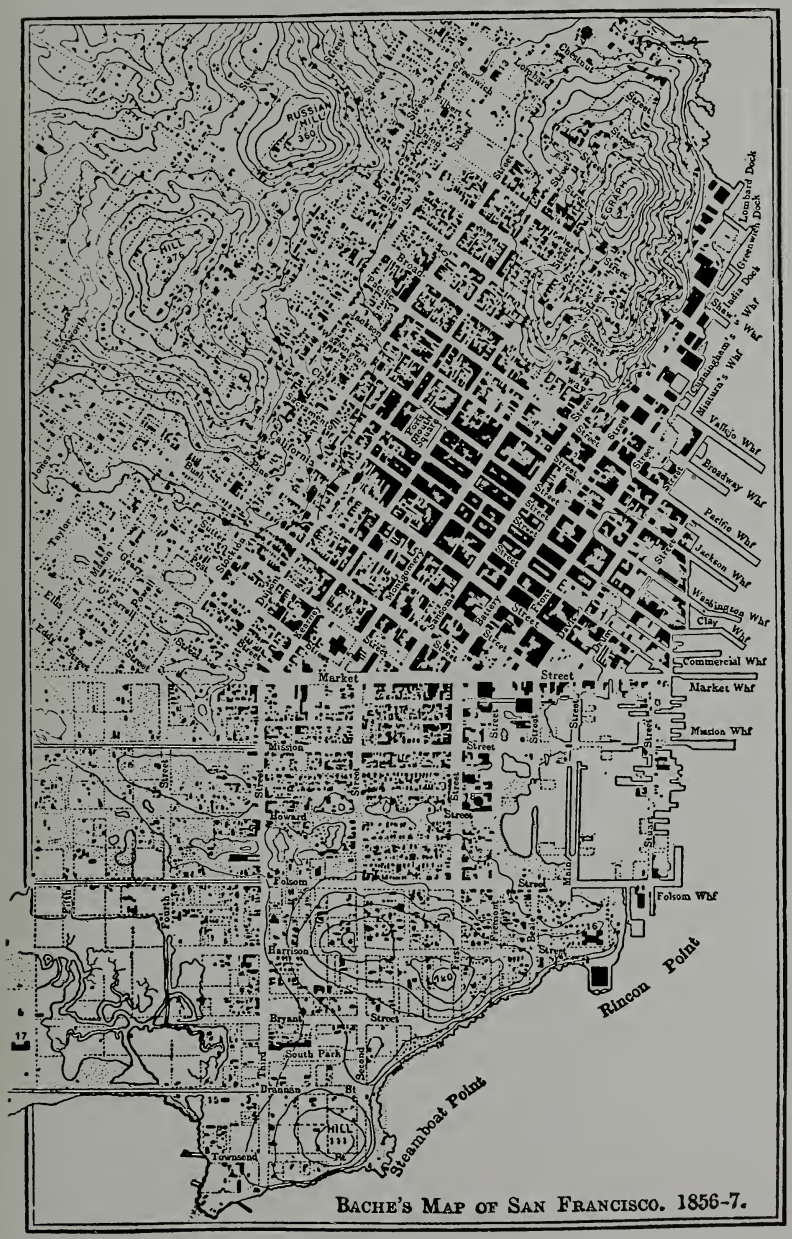
It was Mexican Independence, thus removing the Law of the Indies, that marked a new era for the Port of San Francisco for it soon became the center of the hide and tallow trade.

During the Mexican regime, the port had its first harbor master in the person of William Richardson, mate of a British bark, "Orion," who settled and married the daughter of the Presidio commandante. He also set himself up as an agent to deliver the hides and tallow from the ranchos to the ships, establishing his headquarters midway between the Mission and the Presidio at Yerba Buena Cove, considered the deepest and best anchorage of the bay.

Peruvian ships took the earliest hides, fol lowed by some English vessels. But the Yankee

"THE FLYING CLOUD," believed to be the fastest American clipper ship that ever sailed the seas. Built at East Boston in 1851 by Donald McKay

Note the Mission Trail and the Presidio Trail, last remnants of the early Yerba Buena settlement. At this time San Francisco was a cluster of small newly-born communities surrounding the waterfront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Broadway Whf
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Mission Whf
Folsom Whf
Rincon Point
Steamboat Point
Market
Mission
Howard
Folsom
Harrison
Bryant
South Park
Brannan
Townsend
Street
Second
Main
Beale
Fremont
Taylor
Jones
Leavenworth
Hyde
Larkin
Polk
Van Ness
Franklin
Gough
Octavia
Laguna
Buchanan
Webster
Fillmore
Steiner
Pierce
Scott
Divisadero
Baker
Lyon
Broderick
Divisadero
Filbert
Greenwich
Lombard
Chestnut
Union
Green
Vallejo
Broadway
Pacific
Jackson
Washington
Clay
Sacramento
California
Pine
Bush
Sutter
Post
Geary
O'Farrell
Ellis
Eddy
Turk
Golden Gate
Fulton
Grove
Hayes
Page
Haight
Waller
Frederick
Carl
Parnassus
Ashbury
Cole
Shrader
Stanyan
Clayton
Cole
Belvedere
Cortland
Bocana
Precita
Alabama
Mariposa
Kansas
Tennessee
Illinois
Minnesota
Iowa
Indiana
Michigan
Ohio
Illinois
Kansas
Mariposa
Alabama
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Divisadero
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Fremont
Beale
Main
Spear
Steuart
Davis
Sansome
Battery
Front
Drumm
Leidesdorff
Kearny
Dupont
Grant

traders lost no time in arriving at a customs arrangement with Mexican officials and they soon dominated the trade.

It was market day for San Francisco when the Boston hide droughers would round Alto Loma, now Telegraph Hill, and drop anchor in the Cove. Laces, notions, Chinese silks, shoes, sombreros, bolts of bright cloth, saddles and jewelry were traded to the Californians for tallow, manteca, and hides or as the New Englanders dubbed them, "California banknotes." The hides, of course, returned from Boston as shoes.

Through his classic "Two Years Before the Mast," which vividly told of the hide and tallow days in California, Richard Henry Dana was one of the first to publicize the "magnificent harbor of San Francisco" in the eastern United States. He prophesied, "If California ever becomes a prosperous country, this bay will be the center of its prosperity."

AMERICAN DESTINY

Accompanied by 70 bluejackets from the sloop-of-war "Portsmouth," Captain John B. Montgomery raised the Stars and Stripes over the Port of San Francisco in 1846. Twenty-one guns responded from the "Portsmouth,"—American Destiny had been fulfilled.

Just as the pueblo of San Francisco was adjusting itself to American rule, gold was discovered in Sutter's millrace and life was turned upside down at the port. Ships from all over the world changed their courses for "El Dorado." The first influx created a scarcity and cargoes were eagerly sought. But as the gold craze got stronger, crews deserted ships, shippers deserted cargoes, San Franciscans deserted their businesses and all went to the diggings.

A glut of ships and cargoes soon cluttered the bay. Many of the hulks, just able to make port, sank; some of the cargoes, such as grain, tobacco and metal sheets, were used for street paving. By July 1850, two years after the discovery of gold, it was estimated that 526 ships that had been deserted, choked the harbor, while at least a hundred more were abandoned at Benicia, Stockton and Sacramento.

EARLY WHARVES

In ironic fashion the hulks of the old ships found usefulness as the beginnings of the famous San Francisco wharves of the fifties. The ship, "James K. Polk," became the landing stage for the Vallejo Street wharf and it was here that the first Panama steamer "California," docked on February 28, 1849, with a full pay load of passengers after a five-month trip around the Horn from New York. The "California," first of the famous Pacific Mail Steamship Line, was abandoned by its crew as soon as it tied up.

Thirty days later a sister ship, the "Oregon," arrived. Her mutinous crew was forceably kept on board and it cleared port a fortnight later with $165,000 in gold dust and 79 passengers at $350 fare each. The Panama steamers became the 19th century treasure ships.

When the men returned from the mines, gold was plentiful, cargoes moved again and wharves became rich investments. There was a rush by private operators to obtain leases from city officials or purchase a water lot, and shortly the Folsom, Mission, Market Street, California Street, Sacramento, Commercial, Clay, Washington, Jackson, Pacific, Front Street, Greenwich and Lombard wharves jutted out on piles as continuations of the streets for which they were named.

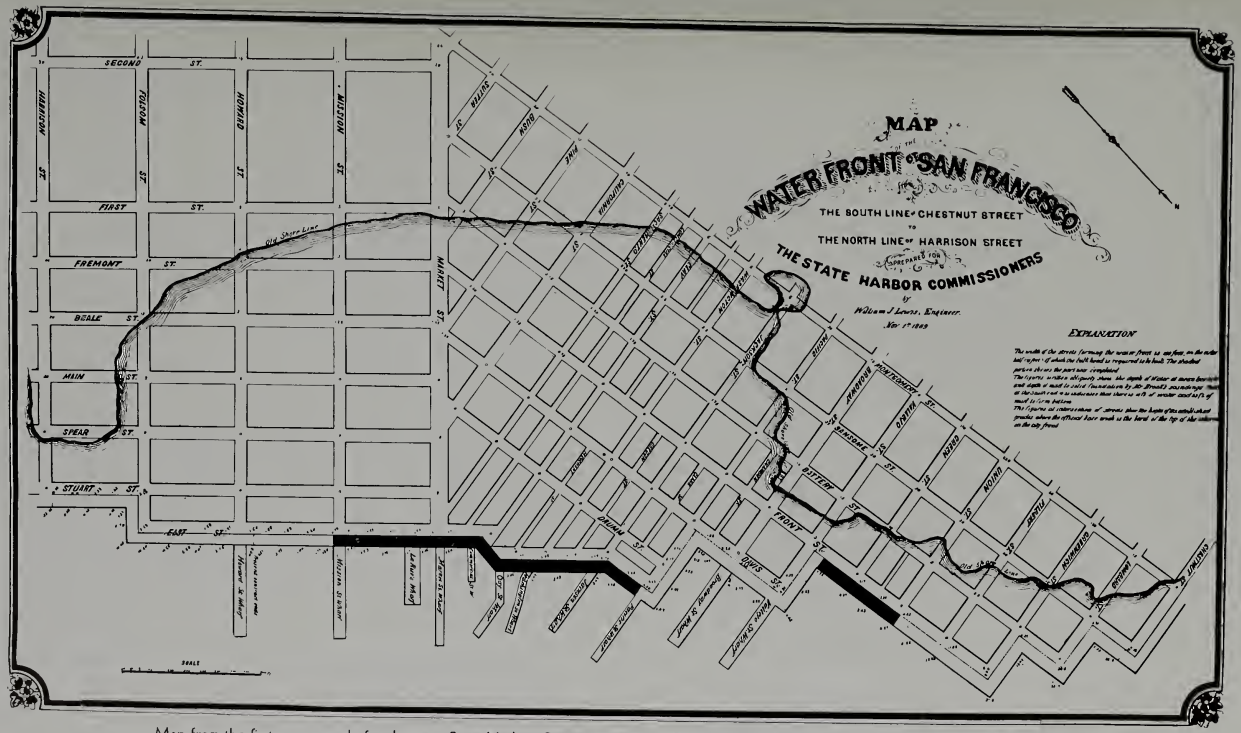
On these wharves took place the commercial life of the port. Commission merchants, brokers, bankers, chandlers, auctioneers, supercargoes and customers gathered every day around the "Cheap John" auction houses and the provision and clothing shanties that jammed the docks. Perhaps the most famous (and the most profitable) wharf of this time was the Commercial Street or the Central or Long Wharf as it was commonly called. It was 800 feet in length and probably turned away ten times the business it could accommodate.

RIVER SHIPPING

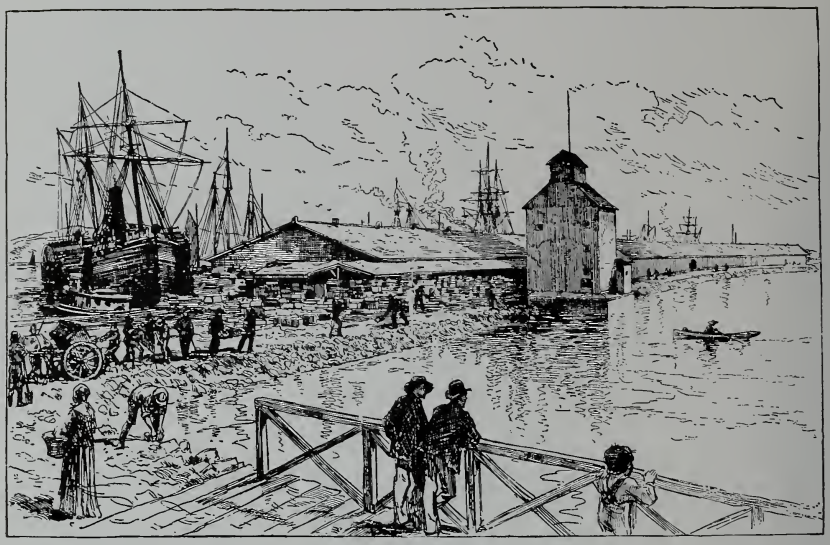
The gold rush gave tremendous impetus to bay and river shipping. Side-paddle wheelers from the Mississippi and Hudson rivers voyaged around South America to enter a route that soon reaped fortunes. At one time single stateroom fares to Sacramento were $30.

Competition sprang up. The boats of the Independent Line and the Opposition Line raced each other up and down the rivers to win patronage. Some disasters resulted and it wasn't long before the Independent and the Opposition became the "Combination Line" under the name of the California Steam Navigation Company.

Meanwhile in the space of two short years from 1848 to 1850, not only the waterfront but the City of San Francisco had changed beyond all recognition of its Spanish days. Among the new sections of the port were Sydney Town, named after the Australian penal colony men who formed part of the city's rifraff; Little Chile, the Latin-American center; North Beach, the large



Map from the first survey made for the new State Harbor Commissioners. The waterfront has been built out a long way from the shoreline of 20 years earlier, but compare with the waterfront map of today at the back of this report



THE NEW SEA WALL

Sketch by W. W. Bode, which appeared December 31, 1881, in Harper's Weekly. The artist made his drawing from the end of old Meiggs Wharf at foot of Mason Street looking southeast towards the Port's grain terminal of the 70's and 80's

Italian Colony; and Happy Valley, south of Market Street and site of the first shipyard.

THE CLIPPER SHIPS

For the next five years ending about 1855 the harbor witnessed the parade of the clipper ships, said to be the most beautiful ships that ever sailed the sea. When California bound freight brought $60 a ton, there was demand for fast cargo carriage to the Port of San Francisco. New England shipwrights went to work. Earlier clippers in the China tea trade joined up and in 1850 the great clipper races began.

Skippers received $3,000 for the tedious 16,308 mile voyage from Sandy Hook around "Cape Stiff" to the Golden Gate and a $2,000 bonus if they made it within 100 days. Among the 20 ships to ever qualify for the bonus were the "Sea Witch," the "Swordfish," the "Surprise," the "Young America," the "Great Republic," and the "Romance of the Seas."

Two of the most famous clippers, the "Flying Fish" and the "Flying Cloud," designed and built by Donald McKay at East Boston, ran two trips each under 100 days. The "Flying Cloud" twice rounded the Horn in the record time of 89 days, and also posted up a 24-hour mark of 347 miles.

Just as it ended the romantic days of the Mississippi boats, the Civil War spelled the end of the glorious days of the first clippers. It was the golden age of the American Merchant Marine.

STATE ADMINISTRATION

By the start of the Civil War, the earliest wharves had begun to collapse because of the rotting of the pier pilings and the shoreline buildings. Also in many cases private wharf operators were charging exorbitant tolls. Shippers demanded a change. An exposé of graft and corruption in the sale of waterfront lots by city officials led to the State taking control of the port by legislative enactment in 1863. It has been under State administration ever since.

THE GREAT GRAIN TRADE

Civil War times saw the arrival of the big square-rigged grain ships from Liverpool and the Thames. During these days the Alaskan fish trade was born. And gold from California mines and the new Comstock Lode at Virginia City, Nevada, cleared through San Francisco to support the war cost of the Union armies.

In 1869 the transcontinental railroad was completed and its effect hit the port hard. Port

tonnage dropped from 426,000 tons in 1867 to 176,000 in 1870. It temporarily retarded the rich Cape Horn route but opened up again the transpacific trade. Gold and flour went westward to China and Japan, and tea, silk, coolie laborers and general cargo were brought back. From the Far East European bound cargoes reached their destination more quickly via San Francisco than via Singapore.

During the seventies rich wheat and barley lands in the San Joaquin Valley produced the great grain races between the iron-bottomed "limejuicers" and the copper-sheathed pine bottomed "downeasters" from New England. The "downeasters," carrying more cargo were not as fast as the earlier clippers but they helped revive the Cape Horn route.

COASTAL COMMERCE

New fortunes were being made in coastal commerce. Alaskan cod and salmon were transshipped at the port for Australia. Steam schooners, operating from Puget Sound, Columbia River and Humboldt Bay were bringing great loads of lumber through the Golden Gate. Many of the old clipper ships had become coal ships from British Columbia. Among the heavy exports were hay and bricks.

About this time engineers of the Board of State Harbor Commissioners recommended that a permanent sea wall be built and the waterfront rounded out. The front which had been gradually filled in was brought up to the city base and the sea wall constructed in 1877 to 1881.

Built and dedicated in 1896, the Ferry Building was called then the "Union Depot and Ferry House." It withstood the carnage of the earthquake and fire of 1906 and served as the disembarkation point for many of the homeless that fled to suburban communities. The reconstruction plan of the great metropolis of San Francisco today stemmed out from the Ferry Building at the foot of Market Street.

THE PANAMA CANAL OPENS

Construction of the Panama Canal opened a new vista for the port and intercoastal shipping soared. Nine years after the fire the port welcomed visitors from all over the world to the Panama Pacific International Exposition. The World War brought to the harbor its second period of shipbuilding, and today the third chapter of emergency shipbuilding is in intensive progress.

San Francisco's position as the natural trade outlet to the Orient and the Antipodes has had no equal. It is only obvious to say that with the world currently in a state of change, great events are in store for this colorful and beautiful port by the Golden Gate.

CARGO SHIP
ONE OF THE NEW U. S. MARITIME COMMISSION "C-3" CARGO SHIPS ON ITS TRIAL RUN IN THE BAY BEFORE ENTERING THE SAN FRANCISCO-EAST COAST SOUTH AMERICAN TRADE

THE COMMANDER-IN-CHIEF OF THE ARMY AND NAVY
REVIEWING THE U. S. FLEET IN SAN FRANCISCO HARBOR JULY 14, 1938

NATIONAL DEFENSE AND THE PORT OF SAN FRANCISCO

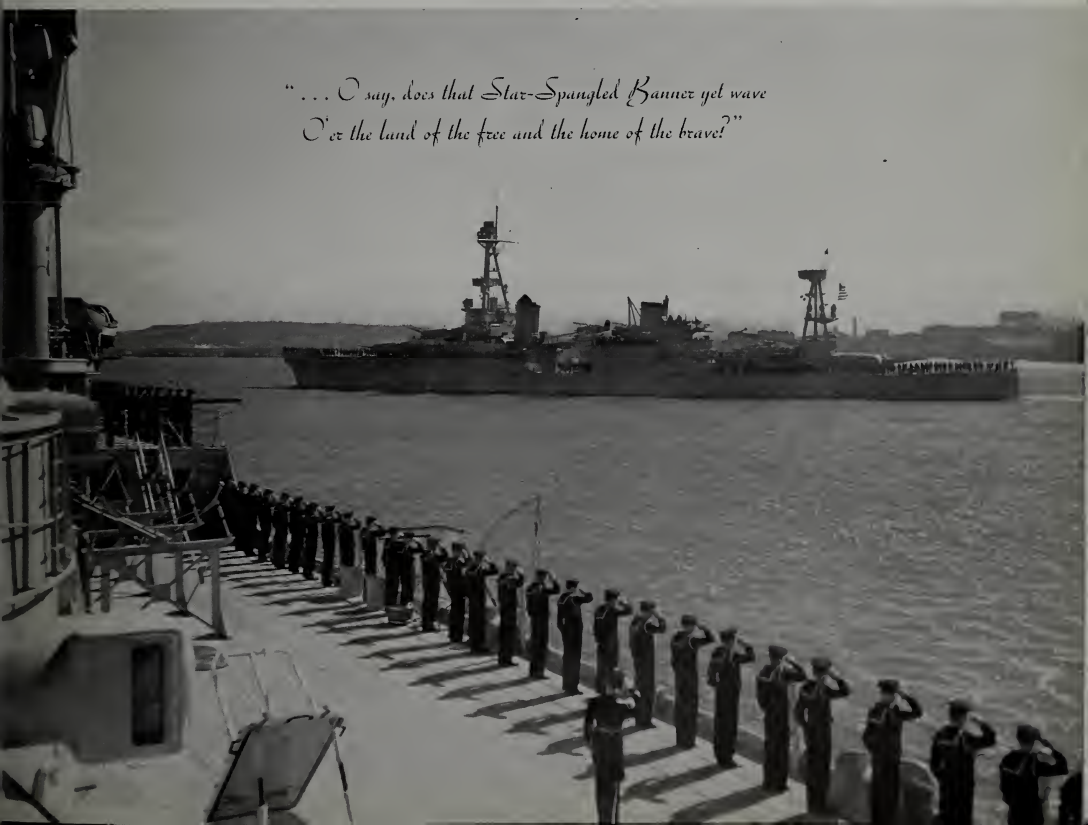
On July 14, 1938, President Franklin D. Roosevelt as Commander-in-Chief of the Army and Navy gave world-wide recognition to San Francisco Harbor as a key Pacific Coast naval base when he reviewed the United States Fleet in full array. This imposing sight of the Presidential cruiser sailing up and down the lanes between the trim gray battle craft lined up in sunlit splendor will remain a singular memory to the residents of the Bay region and serve to remind them of the harbor's place in national defense.

Today 22 military posts and naval stations ring San Francisco Harbor as potent acknowledgment of two factors in the Nation's defense and security. San Francisco Harbor has become an important Pacific Coast repair and supply base for both the Army and the Navy. San Francisco Harbor of all the ports on the American west coast is the only landlocked harbor with deep water approaches throughout hundreds of miles of coastline.

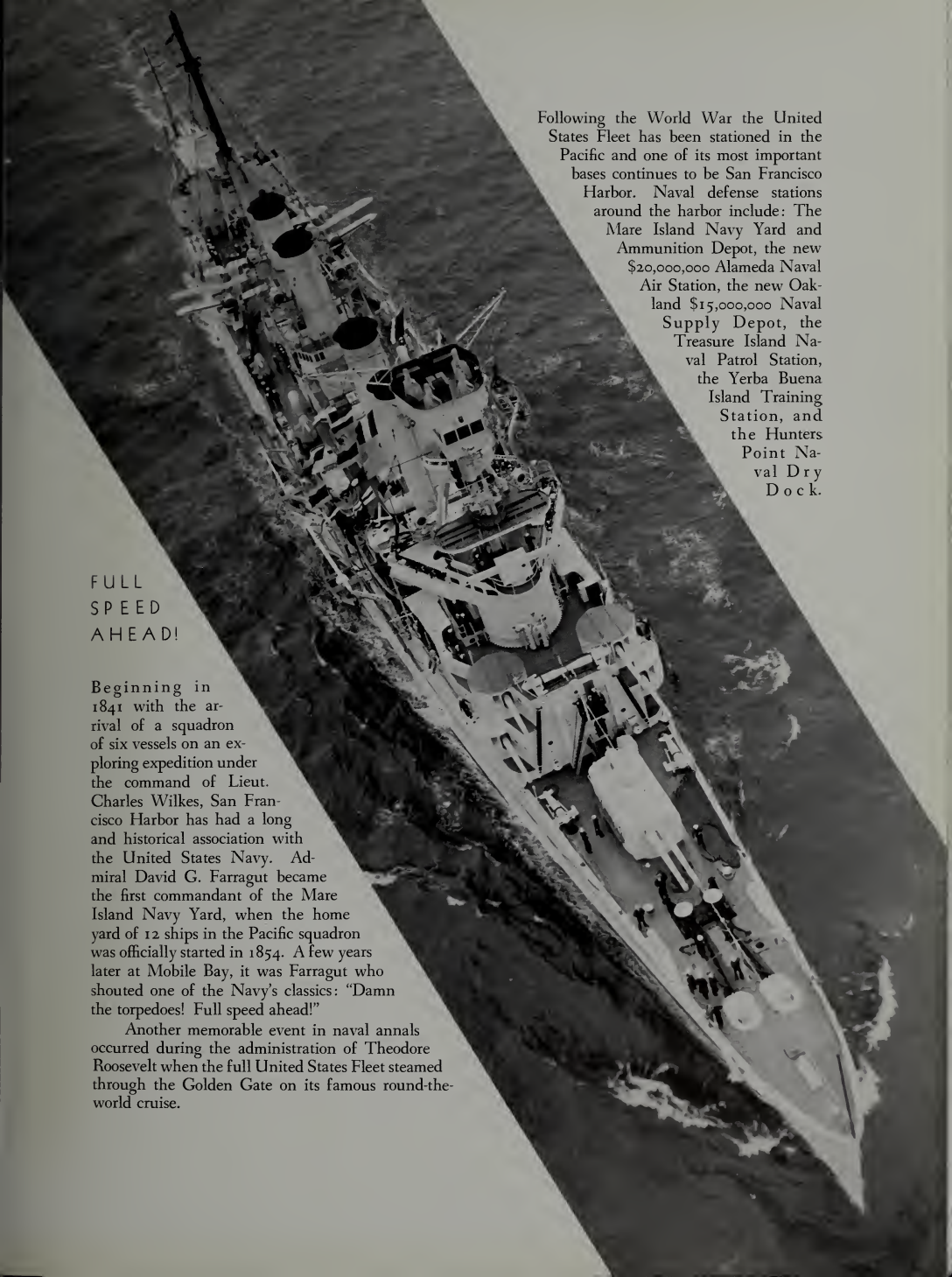
SUPPLY SHIPMENTS

The Board of State Harbor Commissioners has made assignments of some of its piers for the sole use of the Army and the Navy. Greater amounts of cargo are going on to other piers for shipment to America's far flung possessions in the Pacific, Hawaii, Guam, the Philippines and Samoa.

At the Port there is ample evidence that the United States is rediscovering Alaska, once "Seward's Iceberg," and now, since the advent of modern aircraft—Juneau is just 12 hours flying time from San Francisco, one of our most important outposts. From now on, Alaska will figure more prominently in the harbor's sphere of influence.



GUARDIANS OF AMERICAN
SEA COMMERCE



Following the World War the United States Fleet has been stationed in the Pacific and one of its most important bases continues to be San Francisco Harbor. Naval defense stations around the harbor include: The Mare Island Navy Yard and Ammunition Depot, the new $20,000,000 Alameda Naval Air Station, the new Oakland $15,000,000 Naval Supply Depot, the Treasure Island Naval Patrol Station, the Yerba Buena Island Training Station, and the Hunters Point Naval Dry Dock.

FULL SPEED AHEAD!

Beginning in 1841 with the arrival of a squadron of six vessels on an exploring expedition under the command of Lieut. Charles Wilkes, San Francisco Harbor has had a long and historical association with the United States Navy. Admiral David G. Farragut became the first commandant of the Mare Island Navy Yard, when the home yard of 12 ships in the Pacific squadron was officially started in 1854. A few years later at Mobile Bay, it was Farragut who shouted one of the Navy's classics: "Damn the torpedoes! Full speed ahead!"

Another memorable event in naval annals occurred during the administration of Theodore Roosevelt when the full United States Fleet steamed through the Golden Gate on its famous round-the-world cruise.

Three naval destroyers tied up at a San Francisco pier

The "U.S.S. California" berthed at Hunters Point Drydock

MARE ISLAND

Mare Island now is employing more men than during its peak days of the World War when a destroyer was launched in a record time of 17 days. The Navy Yard is the leading Pacific Coast construction plant for submarines and destroyers as well as drydocking and repairing most of the destroyers, cruisers and auxiliary craft on the west coast.

San Francisco Harbor also has one of the two battleship dry docks on the Pacific Coast, the other being at Bremerton, Washington. At Hunters Point on the waterfront's south side the Navy has acquired the exclusive use of the two dry docks, one 750 feet long and the other 1,020 feet in length, the latter capable of docking the largest ships of the fleet, the aircraft carriers. Another large dry dock is being built at Mare Island.

TWELFTH NAVAL DISTRICT HEADQUARTERS

Directly opposite the Port on the east side of the bay, the Navy is developing its new air station at Alameda which is expected to be in full operation early in 1942 as a base for the major overhaul of all types of naval planes. It is in partial operation now. The new Naval Supply Station is another important construction project.

San Francisco is the Operating Base and Headquarters for the Twelfth Naval District comprising Colorado, Utah, Nevada and Northern California, extending to and including the counties of Inyo, Kern and San Luis Obispo.

SAN FRANCISCO PRESIDIO

A century ago San Francisco was one of the destinations of the many exploring expeditions led by United States Army Engineers to map the great western territory soon to be settled by emigrants from the young and vigorous American Republic. Among the most noted of these Army explorers was Capt. John C. Fremont, "Pathfinder of the Continent," who gave the Golden Gate its famous name.

Since 1846, date of American annexation, the San Francisco Presidio overlooking the harbor entrance has been the West's foremost military post. During the Spanish-American War recruits from all over the country trained there for service in the Philippines. Army troop ships sailed from San Francisco to garrison the Hawaiian Islands, another new possession of the United States. The busy Port of San Francisco resounded to the strains of the current favorite, "There'll Be a Hot Time in the Old Town Tonight."

A few years later the Presidio played another role in San Francisco's history when it became the temporary haven of the city's homeless citizens who had lost their possessions from fire and earthquake in 1906. Row upon row of small pup tents dotting the green hills of the Presidio gave proof to the United States Army's peace-time preparedness. During the World War the Presidio became Army headquarters for the Pacific Coast. Recent construction of new barracks and warehouses has brought the military post up to a state of active operation that far outstrips the World War days.

MILITARY POSTS

Under the administration of the United States War Department are the following military posts around the harbor: The Presidio, headquarters of the Ninth Corps Area and the Fourth Army; Fort Mason, Quartermaster Corps construction depot and embarkation docks; the new East Bay Quartermaster Corps Supply Depot; Hamilton Field, Air Corps pursuit base; Moffatt Field, West Coast Air Corps training headquarters; Angel Island Overseas Discharge and Replacement Depot; Benicia Arsenal; and Forts McDowell, Baker, Barry, Cronkhite, Winfield Scott, Miley and Funston. The Harbor waterfront is the center of this cluster of vital defense units which protect the Bay region and the interior.

Dependent upon the Port of San Francisco for supply shipments are the Army Air Corps Supply Depot at Sacramento, the Mather Field-Sacramento Air Corps Flying School, the Stockton Field Flying School, the 250th Coast Artillery stationed at Camp McQuaide near Watsonville, the draft reception center at the Monterey Presidio, the Seventh Division at Monterey's Fort Ord, and the 40th Division quartered at Camp San Luis Obispo and Camp Roberts, near Paso Robles.

BELT LINE RECONSTRUCTION

During the past biennium the biggest job at the harbor has been reconstruction of the Belt Line trackage. Particularly important was the rebuilding of the section comprising the main railroad supply line to Fort Mason and the Presidio.

Inside the Presidio the main switching lead and the siding were reconstructed. The siding was also lengthened 400 feet which will now permit movement of troop trains along The Embarcadero direct to that important military post. To save the additional two-mile switch engine drag to the Presidio siding for switching shipments destined solely for Fort Mason, another siding 500 feet in length is being installed parallel to the Marina Boulevard track.

FIRST CALL

As its part in the National Defense Program the Port of San Francisco continues its performance of fast and economical cargo clearance to all sections of the world. Through the Board of State Harbor Commissioners the people of the State of California have placed first call on all the harbor facilities—the piers, the State Belt Line Railroad, the different terminals, etc.—for the United States of America.

FLAGSHIP RIDING AT ANCHOR
IN SAN FRANCISCO BAY

A SIDEWISE LAUNCHING IN SAN FRANCISCO HARBOR

SAN FRANCISCO SHIPBUILDING

San Francisco Harbor is playing a tremendously important role in the new American shipbuilding program to restore the Nation's former supremacy of its merchant marine. To help meet the new shipping needs of America six shipbuilding yards are busy turning out cargo vessels weeks ahead of contract delivery dates and six other companies that ordinarily are engaged in building units of San Francisco's famous fishing fleet are preparing for the construction of small Navy craft.

SIDEWISE LAUNCHING

One of the rather interesting features of the new shipbuilding has been the sidewise launching as illustrated on the opposite page. At the San Francisco Harbor shipyard of the Western Pipe and Steel Company five "C-1" ships have had their keels laid for launching in this manner. It has proved easy, economical and a thrill for spectators to watch. As soon as the "C-1s" are off the ways, this yard will begin construction of four "C-3s," the larger units programmed by the United States Maritime Commission.

SHIP DIMENSIONS

Dimensions of the "C-1" ships are approximately 395 feet long by 60 feet wide by 37½ feet deep. They are of full scantling Diesel propulsion type; single screw; two 2100 horsepower engines; and 6400 gross tons each.

The 8900-ton "C-3" vessels measure 492 feet long by 69 feet wide by 42½ feet deep. Costing $2,990,000 each, the "C-3" ships will generate 8500 horsepower by steam propulsion.

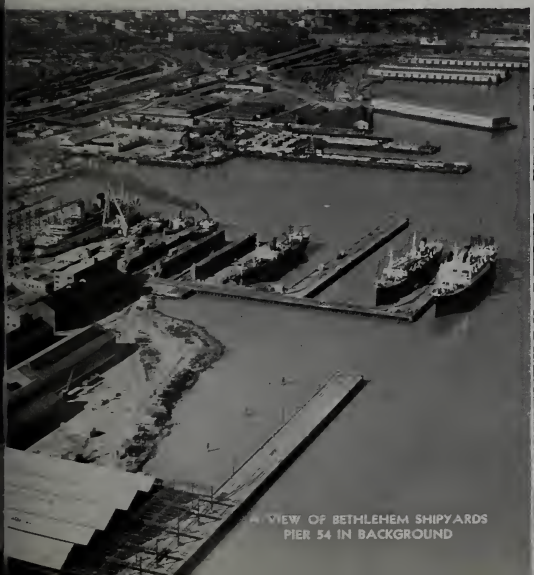
NEW WELDING CONSTRUCTION

Another feature of this new shipbuilding is that the old-time riveting of the World War days has practically given way to all-welded construction and partial weld construction.

Other San Francisco Harbor shipyards include those of the Bethlehem Shipbuilding Corp., the Moore Dry Dock Co., the Pacific Dry Dock and Repair Co., the General Engineering and Dry Dock Co., and the Todd-California Shipbuilding Corp.

Among the smaller shipyards around the Harbor are those of the following boat builders: Anderson & Christofani, United Engineering Company, George W. Kneass Company, W. F. Stone Company, William Cryer Company, H. I. Nunes Company, Madden & Lewis Company, Antony C. Martinolich, Fulton Shipyards, Harold Fish, T. R. Hunt Boat Company, Hunter Boat Company, Bagley-Nunes Company and Herbert Foot.

New drydock construction work is being done by the Pacific Bridge Company and the Pacific Drydock and Repair Company.



A VIEW OF BETHLEHEM SHIPYARDS
PIER 54 IN BACKGROUND

SAN FRANCISCO SHIPYARDS
ARE BUSY AGAIN

ARRIVAL OF THE LINER "WASHINGTON" AT THE PORT OF SAN FRANCISCO
BEHIND THE HARBOR FIREBOAT MAY BE SEEN PIER 45 AND FISHERMEN'S WHARF

NEW SHIPS CALLING AT SAN FRANCISCO

Leading with the "America," $17,500,000 pride of the Nation's merchant marine, San Francisco is a port of call for some of the finest ships that sail the seven seas. When attention becomes centered upon some of the more undeveloped regions of the world bordering the Pacific, trade and travel will undoubtedly bring more ships of higher tonnage and faster speed to San Francisco.

NEW ROUND-WORLD SHIPS

A step in this direction has already begun. A fleet of seven new cargo vessels of the "President Jackson" class, having a normal cruising speed of 16½ knots, are now beginning to go round-the-world from their home port of San Francisco. They stop at Honolulu, Yokohama, Kobe, Shanghai, Hong Kong, Manila, Singapore, Penang, Colombo, Bombay, Capetown, Trinidad, Boston, New York, Havana, Cristobal and Los Angeles, and complete the 29,000 mile voyage in 95 days.

ALL-AMERICAN

Second largest ship to ever enter San Francisco Harbor, the "America" is an American vessel throughout. It was built by American labor in an American shipyard from parts and materials that came from 46 States in the Union. It is the latest in air-conditioning, fireproof construction and safety precaution.

The "Washington" and the "Manhattan" complete the list of the new ships that have made shipping history for the Port of San Francisco during the past biennium.

THE "AMERICA"—NEWEST PRIDE OF THE AMERICAN MERCHANT MARINE

THE $10,000,000 "MANHATTAN" DISCHARGING CARGO

THE "PRESIDENT JACKSON" FIRST OF SEVEN NEW ROUND-THE-WORLD SHIPS

NC
18602

THE CLIPPER SHIPS OF THE AIR

From the Port of San Francisco Yankee clipper ships now sail by air once a week for the Orient and every fortnight for New Zealand and Australia. The Orient route may be extended soon to Singapore, key port of the Malay Straits Settlements and gateway to India. The year 1940 marked the fifth anniversary of regular transpacific air mail and passenger flights by the four-engined Pan American Airways clipper planes and the first year of scheduled service to New Zealand.

NEW ZEALAND SERVICE

Bringing San Francisco within five days' reach of America's fourth largest trading area, the newest American merchant ships of the air carry payloads of fast mail (orders, acceptances, contracts, checks), air express (samples, rush replacements) and commercial representatives as passengers on an 8008 mile flight via Honolulu, Canton Island and Noumea in New Caledonia before putting into Auckland Harbor, New Zealand.

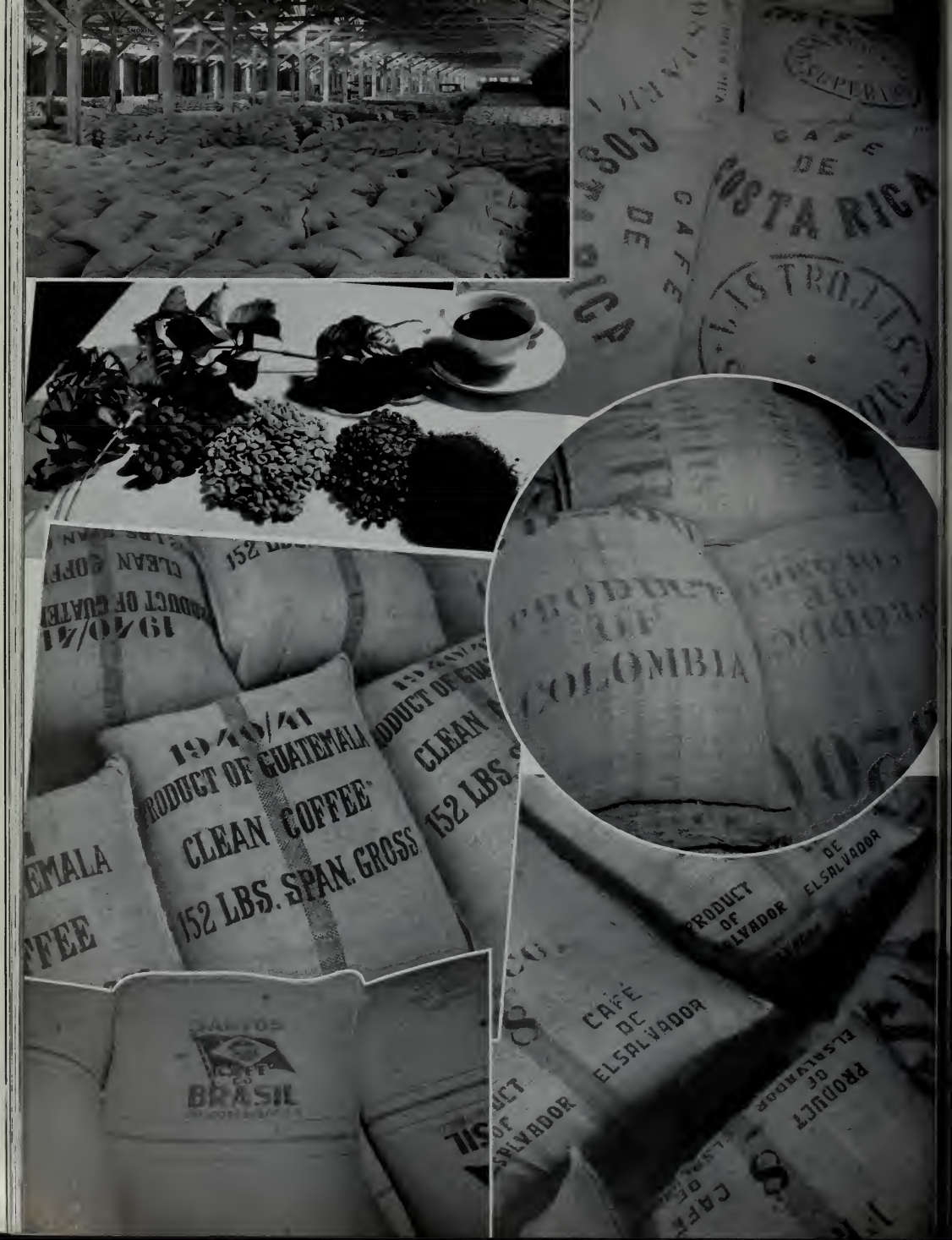
Swift transportation and communication have brought American trade interests in the Far East, 6250 miles away, into closer ties with the mainland. Another event, disruption of air service in Europe and the Near East by the Second World War, has made San Francisco the transpacific outlet for the British and the Dutch.

SOUTH AMERICAN SERVICE

By clipper and land plane connection at Los Angeles, the entire Pan American Airways System encompassing Mexico, the West Indies, Central America and every country in South America is in direct communication with San Francisco.

FROM THE PORT OF SAN FRANCISCO—"WESTWARD HO!"

AUCKLAND, NEW ZEALAND—AMERICAN FLIGHT FOR SAN FRANCISCO; BRITISH FLIGHT FOR SYDNEY, AUSTRALIA


CAFE DE COSTA RICA
COLOMBIA
1940/41
PRODUCT OF GUATEMALA
CLEAN COFFEE
152 LBS. SPAN. GROSS
CAFÉ DE ELSALVADOR
PRODUCT OF ELSALVADOR
SANTOS
BRASIL

LATIN-AMERICAN TRADE

Stimulated by the Golden Gate International Exposition held during 1939 and 1940 at Treasure Island in San Francisco Bay, trade between the Port of San Francisco and the Good Neighbor nations to the south brightened considerably during the past biennium. Central American and South American countries contributed some of the Fair's brightest exhibits.

GOOD NEIGHBOR COFFEE COUNTRIES

The value of the 1940 Latin-American import business alone through the Port of San Francisco was over 20 million dollars with Brazil, Colombia, El Salvador, Nicaragua, Guatemala, Panama, Argentina, Peru, Chile, Mexico and Costa Rica among the leaders. The first five countries reflect the huge shipments each year of coffee to San Francisco, starting in January and tapering off during June. In season drayage trucks crowd The Embarcadero on their way from the piers to the coffee warehouses. Coffee is not only the Port's leading import but it has made San Francisco one of the three foremost coffee distribution centers in the United States.

OTHER LATIN-AMERICAN PRODUCTS

Coffee is by no means the only Latin-American import. Tobacco, babassu nuts, sugar, ores and mattes, flaxseed, meat, bananas, oiticia oil, cocoa beans, spices, fertilizers and nitrates are some of the other products that come to San Francisco in quantity. Much of this trade is dependent upon the American built and operated Panama Canal, where a third set of locks are now being constructed. Some of the supplies and materials for the project have been shipped from the Port. The new locks will be completed in five years. The proposed Nicaraguan canal would bring San Francisco even closer to the Caribbean, the West Indies and also our Eastern seaboard.

COFFEE—THE PORT'S No. 1 IMPORT (shown on opposite page). Below: (Left) A ship progressing through locks at the Panama Canal (Right) Arrival on a good will cruise of the Argentine Naval Cadet Ship "La Argentina" for the opening of the 1940 Golden Gate Exposition

SACRAMENTO RIVER TRAFFIC
Top: Barging alfalfa hay down the Sacramento River. Bottom: The wharves of Sacramento on a busy day of Inland Waterway Commerce

ACRES OF GRAIN
Opposite: Waist-high in a Sacramento Valley grain field

CALIFORNIA AGRICULTURE

More than half of the cargoes shipped out of the Port of San Francisco are agricultural products and the bulk of them are grown and raised in the State of California.

Like the rays of the rising sun, waterways, rail lines and highways branch out to connect the port with the Sacramento, San Joaquin, Salinas, Santa Clara, Livermore, Sonoma and Napa valleys—rich, irrigated soil basins that produce the major part of California agriculture.

CROP SHIPMENTS

Every year starting about May, barges move downstream, boxcars roll along mainline tracks, and trucks motor down broad highways—all destined for San Francisco Harbor where raisins, grapes, table wines, peaches, pears, apples, figs, cherries, berries, apricots, nuts, plums, prunes, olives, dates, oranges, lemons, celery, lettuce, melons, onions, grain, asparagus, avocados, artichokes, potatoes, tomatoes, peas, sugar beets, hops, rice and beans are loaded aboard ships on their way to the dinner tables of the world.

This is but a partial list. California-raised cattle, sheep, swine, and poultry, representing almost one-third of the state's agricultural income, provide fresh meats, cured meats, eggs, butter, cheese and canned milk that are shipped to distant markets from San Francisco.

It was not so very long ago when cotton and flax were classed among the imports that trading vessels brought to San Francisco. Today they are exports and increasing in importance annually, raw cotton being one of the first ten products in the harbor's foreign trade.

Among other farm products shipped from the port are hay and feed, such as the load of alfalfa which is pictured on the opposite page being barged down the Sacramento River.

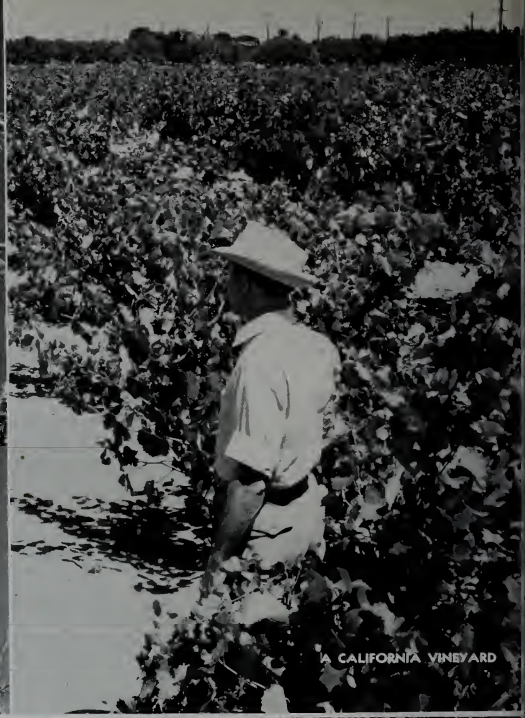
Tall stands of timber in Pacific Coast forests are cut and moved through the port to building and housing construction sites throughout the nation. The huge rolls of newsprint, seen in the waterfront transit sheds to be transshipped to the population centers of America where the cylinder presses run night and day printing newspapers, were once wood pulp. Lumber figures heavily in foreign trade also. On the Port of San Francisco export listing lumber jumped from No. 15 place in 1938 to No. 11 in 1939.

DRIED AND CANNED FRUIT TOP EXPORTS

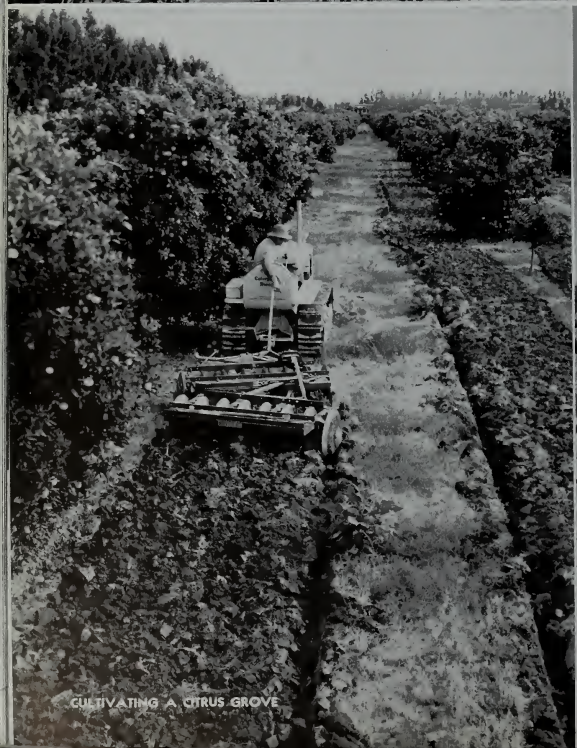
But the most important harbor business of all are the dried and canned fruit shipments. In 1938 these shipments totaled $36,313,509 in value and dropped the following year to $33,783,909, reflecting the loss to California agriculture caused by the Second World War due to the fact that so many of the fruit shipments went to the British Isles and continental Europe.

New trends developing in the early 1940 reports show, however, that the Orient, particularly the Philippine Islands and the Netherlands

PEAR BLOSSOMS



A CALIFORNIA VINEYARD



CULTIVATING A CITRUS GROVE

HARVESTING A FRUIT CROP

East Indies, plus the Latin American countries are absorbing to some extent the loss of the European market. After hostilities cease, California fruit and vegetable crops will again go around the globe from San Francisco.

HARBOR FARM PRODUCT FACILITIES

Primarily attributed to the shipside facilities of the State Refrigeration Terminal, a considerable fresh fruit tonnage has developed during the past few years. In 1938 the foreign trade figure was 77,430 tons for fresh fruit, representing a valuation of $5,087,259.

Another harbor facility which has proven to be of great service to the California farmer is the State Grain Terminal located on the Islais Creek Channel. Here is the place where the grain-laden barges from up the Sacramento and San Joaquin rivers meet the ocean going steamers ready to take the product, either in bulk or sacked, to the world markets.

THE ADJACENT VALLEYS

California agriculture is both varied and special, and much of the specializing is done in the rich valleys just north and south of San Francisco Harbor which play such an important part in the commercial life of the port.

Santa Clara Valley prunes have appeared on many millions of breakfast tables but few persons are aware that the valley, immediately south of San Francisco, has probably the most concentrated canning activity in the State. Apricots, cherries and pears share the wealth with prunes.

Below the Santa Clara Valley, the Salinas and the adjacent Pajaro valleys produce a wide range of field, fruit, vegetable and grain crops and are also important stock and poultry raising centers but their specialty is lettuce. They are the "salad bowls" of the country. Close by Monterey Bay is Watsonville, noted for apples.

Connected with San Francisco by water to the north, Petaluma enjoys the reputation of being the "Egg Basket of the World." Approximately 35,000,000 dozen eggs are produced there every year.

Just beyond Petaluma are the Sonoma and Napa valleys—beautiful, peaceful valleys abundant with wine grapes and old moss-covered wineries that maintain the early California tradition of hospitality. Through the cities of Santa Rosa and Napa, centers of the two valleys, walnuts, prunes and hops are also shipped in abundance. Another wine producing region 30 miles due east of San Francisco is the renowned Livermore Valley where the stock raising and grain crops rival grapes. To the farmers and shippers of these famous valleys San Francisco has been for nearly a century the shipping center, the market, "The City."

THE CENTRAL VALLEY

The Sacramento and San Joaquin valleys grow and raise nearly everything. Today this vast inland empire stands on the threshold of an era of increased wealth and production—the gigantic $228,000,000 Central Valley Project will be completed by 1943.

RICE FIELDS IN THE RICH DELTA REGION

RIVER TRANSPORTATION AND THE CENTRAL VALLEY PROJECT

Long ago hustling river craft from the Port of San Francisco plied the Sacramento River as far as Red Bluff and up the San Joaquin River to Mendota, midway between Madera and Fresno, and today with the construction of the great Central Valley Project, prospects are brightening for a revival of the cheapest form of transportation in California, river transportation.

PURPOSES OF THE PROJECT

Briefly, the Central Valley Project is harnessing the waters of the Sacramento and San Joaquin rivers for the following purposes:

(1) Improvement of inland navigation,
(2) Increased flood protection,
(3) Supplemental irrigation for producing crop lands,
(4) Salinity control in the delta region,
(5) Improved industrial and domestic water supplies, and
(6) Electric power development.

Though the spotlight has been thrown on other features of the project, improvement of inland navigation has good reason to stand at the head of the list. Inland waterway commerce has always been an important part of the trade through the Port of San Francisco. During the last decade this commerce has averaged 4,500,000 tons annually but there are yet large areas of the Central Valley that remain untouched by the benefits of river transportation to the Port.

ECONOMICAL SHIPPING

There is a very definite demand for water transportation in the Sacramento and San Joaquin valleys and this demand is justified because of the potential savings in the cost of transportation to the markets of commodities. At the present time there is a very large tonnage moving along and parallel to these waterways and a major part of this tonnage could move very advantageously by water when the necessary improvements have been made.

In an article, "The Effect of Shasta Dam on Navigation and Flood Control," appearing in the February, 1940, issue of "The Reclamation Era," Major F. M. S. Johnson, War Department Engineer, wrote, "In considering the importance of river navigation and the benefits to be derived therefrom, one should note the strategic location of the river in relation to the markets and centers of trade. This valley is surrounded by mountains on all sides, which cause the major portion of trade to go through the seaports of the San Francisco Bay region. The Sacramento River forms a direct transportation artery to these points and passes through the main valley trading center, Sacramento. It is also to be noted that major crops of the Sacramento Valley—rice, barley, and fruits—are shipped in large quantities from the Port of San Francisco in ocean-going vessels. An improved condition of the Sacramento River would allow these products to be carried for distances upward to 250 miles by water to San Francisco and allow delivery direct to ocean terminal facilities."

EARLY RIVER COMMERCE

The gold rush set up mining and transportation as the State's leading industries of the times. There was a demand for goods in the Mother Lode country and for gold to be shipped out. To satisfy the desire of persons to hurry to the mines and those who wished to return to San Francisco passengers were offered daily service. Then, as now, the cheapest carriers were the barges and river boats.

In those early days small ocean-going vessels not only went up to Sacramento but even to Marysville on the Feather River, 60 miles above Sacramento. During the decade 1850-60 regular year-round service between San Francisco and Sacramento boasted, in the true custom of that era, two boats among all other gilded competitors which drew 13 feet of water. Freight and passenger craft of lesser draft operated on schedule to Marysville and Red Bluff, and to Mendota on the San Joaquin.

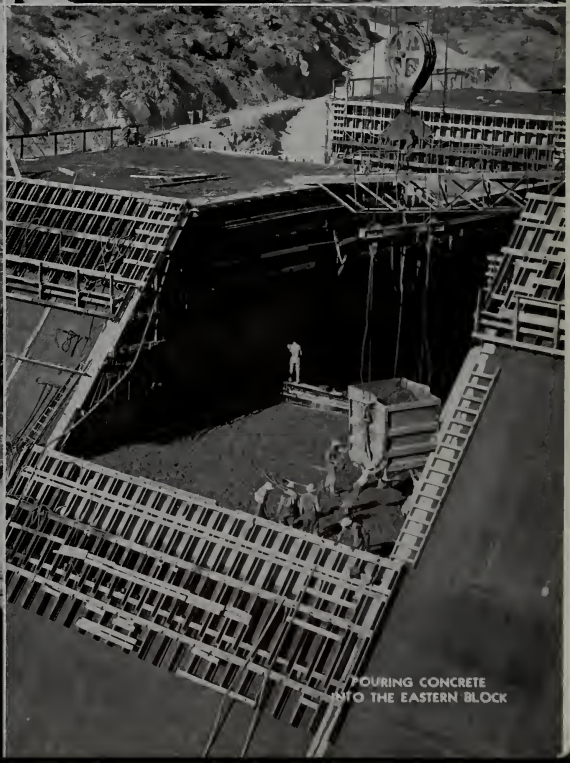
"Gold fever" founded this thriving river commerce and, strangely enough, "gold fever" virtually ended regular navigation on the Sacramento River. Hydraulic mining became the scourge that by flood action would foul up the river channels and sand up the landings for many years after it was restricted by the courts in 1884.

GENERAL VIEW OF THE SHASTA DAM SITE

START OF FRIANT DAM

BASE OF THE EAST BLOCK AT SHASTA

A TEN-MILE BELT
BRINGS ROCK TO SHASTA



POURING CONCRETE
INTO THE EASTERN BLOCK

SAVING THE RIVER

By Federal legislation the California Debris Commission was created in 1893 which after preliminary studies undertook the present existing navigation project in cooperation with the War Department. The project provides for a 10-foot channel, 150 to 200 feet in width, from the mouth of the river to Sacramento, thence four feet deep at low water to Colusa, three feet deep at low water from Colusa to Chico Landing and such depths as may be practicable from there to Red Bluff, the head of navigation. So far, the project is complete only to Sacramento.

SAN FRANCISCO
SHASTA DAM
FRIANT DAM
SHASTA CANAL
FRIANT CANAL
SAN JOAQUIN RIVER
SAN JOAQUIN RIVER CANAL
COLUSA CANAL
SACRAMENTO RIVER
SACRAMENTO RIVER CANAL
SACRAMENTO RIVER TRANSMISSION LINE
SACRAMENTO RIVER TRANSMISSION LINE
SACRAMENTO RIVER TRANSMISSION LINE

FLOOD CONTROL AND IRRIGATION

In the opposite direction from Shasta Dam, another dam is being built at Friant to hold the waters of the San Joaquin River in a reservoir for irrigation purposes primarily.

As far as flood control and irrigation are concerned, the principal problem was to balance the water resources between the Sacramento Valley area where two-thirds of the rainfall came down upon one-third of the irrigated farm land and the San Joaquin Valley portion which received only one-third the rain water for two-thirds of the entire Central Valley agricultural acreage.

Furthermore, rainfall generally arrived during a short season and departed in a quick runoff. The great storage basins formed by the Shasta and Friant dams will take care of this factor from 1943 on.

NORTH TO SOUTH

How to get the Sacramento Valley's extra one-third of water down to the San Joaquin area is being solved by a neat feat of engineering. Below Sacramento a cross-channel, constructed by widening existing waterways through the edge of the delta near Stockton, will bring fresh water supplies furnished by the large Shasta reservoir to the mouth of the 100-mile San Joaquin Pumping System. Here giant pumps run by Shasta power will boost the water into a high line irrigation canal to serve the west side of the San Joaquin Valley with the aid of Bennett Reservoir.

This will leave the San Joaquin River water, controlled at Friant Dam, to serve over a million acres on the east side of the valley with the present river and the new Madera Canal, and the southern end of the valley now parched will be watered from the Friant-Kern Canal running through Fresno, Tulare and Kern counties along a 160-mile length.

CONTRA COSTA CANAL

Already partially built is the Contra Costa Canal bringing water as far west as Martinez to serve both industry and agriculture. The town of Pittsburg is presently receiving its fresh water supply from this part of the project.

Another effect of this new sustained flow of fresh water in the inland waterways of California will be the riddance of salt water from the rich delta agricultural region. This will safeguard the source of the State's great rice and celery crops.

Here are the statistics on the Shasta Dam, which will become the second largest concrete dam in the world:

Height	560 feet
Crest Length	3,500 feet
Top Thickness	37 feet
Base Thickness	580 feet
Concrete Content	6,000,000 cubic yards
Steel and Metal Content	68,000,000 pounds
Reservoir Capacity	4,500,000 acre-feet
Reservoir Area	30,000 acres
Reservoir Length	35 miles
Drainage Area	6,665 square miles
Power Plant Capacity	375,000 kilowatts

Ranking as the world's fourth largest masonry dam, Friant Dam is the realization of the hopes and plans of San Joaquin Valley farmers for many decades. Its measurements follow:

Height	320 feet
Crest Length	3,500 feet
Top Thickness	20 feet
Base Thickness	260 feet
Concrete Content	2,200,000 cubic yards
Steel and Metal Content	13,600,000 pounds
Reservoir Capacity	520,000 acre-feet
Reservoir Area	4,500 acres
Reservoir Length	15 miles
Drainage Area	1,630 square miles
Friant-Kern Canal Length	160 miles
Madera Canal Length	40 miles

WATER AND SOIL—OUR COMMONWEALTH

State Director of Public Works Frank W. Clark has said, "When this project is finally completed its effect on our lives in California will be even greater than is indicated by its physical aspects. Everyone recognizes that the authority administering this project will immediately be charged with managing three dams, two hydroelectric power plants, a steam plant, transmission lines, hundreds of miles of canals, and many pumping plants. Let us then consider how these great works will effect us. Two man-made lakes will be created, with their wealth of recreational opportunities. River navigation will be opened. Cities will grow. New industries will be established. Population will increase, and the standard of living will rise."

It should be recalled that although there are now 3,000,000 acres under cultivation in one of the richest agricultural regions on earth, potentially 10,000,000 acres remain awaiting development. The present and future wealth of California will largely be measured by the productivity of this great Central Valley whose golden gateway is the Port of San Francisco.

MT. SHASTA AND THE CONTRA COSTA CANAL

Water from the melted snows of Mt. Shasta is diverted by the Central Valley Project into the Contra Costa Canal 300 miles away for orchard irrigation to increase the potential production of California agriculture many times fold.

DEPARTMENTAL
FINANCIAL AND STATISTICAL
REPORTS

REPORT OF THE SECRETARY

To the Board of State Harbor Commissioners
San Francisco, California

Gentlemen:

Herewith I submit my report as Secretary and Administrative Assistant for the biennium beginning July 1, 1938 and ending June 30, 1940.

Cargo passing over the piers during the biennial period amounted to 14,545,917 tons; this is 2,168,754 tons less than for the previous biennium. The loss is divided as follows: Inland waterway trade from 7,692,100 tons to 5,949,183 tons, loss 1,742,917 tons. Coastwise trade from 1,959,611 tons to 1,753,964 tons, loss 205,647 tons. Foreign and offshore trade from 4,709,848 tons to 4,413,610 tons, loss 296,238 tons. There was a gain of 76,048 tons in the Intercoastal trade from 2,353,112 tons to 2,429,160 tons.

The loss in the inland waterway trade is attributable principally to the completion of the San Francisco-Oakland Bay Bridge and the Golden Gate Bridge which caused the discontinuance of extensive ferryboat services and deprived the port of large waterborne tonnage movements—and to the substitution of all land movement by a transcontinental railroad for car ferry movement. The loss in the coastwise trade was caused by rail and truck carrier competition which resulted in the withdrawal of many coastwise vessels from this trade.

Foreign trade has been disrupted by Asiatic and European conflicts and it is impossible to estimate the future trend in this respect.

The total revenue of the port for the previous biennium amounted to $5,140,368.34 and for the biennium ended June 30, 1940, $4,864,075.93, a decrease of $276,292.41, or 5.4 per cent. Of this decrease $214,691.72 resulted from the discontinuance of passenger and automobile ferries after the completion of the San Francisco-Oakland Bay Bridge and the Golden Gate Bridge. It represented rentals of ferry slips and space incidental to their operation. The Bay Bridge was completed in November, 1936, and the Golden Gate Bridge in May, 1937.

The expenses for administration, operation and maintenance increased $147,590.57 over the previous biennium. These expenses amounted to $3,087,944.95 for the two years ending June 30, 1938, and $3,235,535.52 for the biennium just completed. The additional expenditure was made up of wage increases allowed in accordance with the civil service law, additions to retirement fund requirements, advertising and expenses in connection with the Belt Railroad Roundhouse reconstruction and Belt Railroad equipment installations. Savings were made in insurance premiums and fire boat expenses. Net income from operations for the biennium amounted to $1,628,540.41. After adding interest earnings from sinking funds and a fire loss adjustment and deducting both interest payments and uncollectible accounts, the amount carried to surplus for the biennium totaled $303,720.74. During this period $691,878.66 was deposited in sinking funds for the retirement of the bonded debt. Total amount of bonds outstanding as of June 30, 1940, was $19,303,000.00. This was offset by $3,620,286.56 in cash and securities in the sinking funds for the redemption of bonds. Net assets over liabilities June 30, 1940, amounted to $87,508,191.55.

The total current assets as of June 30, 1940, amounted to $1,462,580.08 and the current liabilities $510,987.06. Of the total current assets $715,420.08 represents cash on deposit in the San Francisco Harbor Improvement Fund, which is available to meet the expenses of the port and the construction and rehabilitation of port facilities.

Applications granted by the Public Works Administration to date total $926,143.00. To June 30, 1940, $852,884.76 had been received on these grants. $668,259.05 was received during the previous biennium and $184,625.71 was received during the biennium ended June 30, 1940. These Public Works Administration grants represent funds advanced by the Federal government for projects meeting its approval to the extent of 45 per cent of the total cost. These contributions are an outright grant requiring neither the repayment of principal nor interest. The balance of the cost of such projects, 55 per cent, is advanced from harbor funds. Capital expenditures for the biennium totaled $603,498.50. Of this amount $342,614.83 was financed from the proceeds of bond sales and PWA funds and $260,883.67 from harbor revenues.

Respectfully submitted.

M. H. GATES
Secretary and Administrative Assistant

VIEW THROUGH A PIER TRACK GATEWAY

REPORT OF THE CHIEF ENGINEER

To the Board of State Harbor Commissioners
San Francisco, California

Gentlemen:

I submit herewith my report as Chief Engineer of the Board of State Harbor Commissioners for San Francisco Harbor, for the biennium beginning July 1, 1938, and ending June 30, 1940.

Structures:

When the last biennial report was presented on July 1, 1938, the substructure of the State Products Terminal Addition had been completed and contracts had been awarded for the superstructure but construction had not been started. As described in the last report this is a two-story reinforced concrete building having an area of 50,114 square feet on each floor. It extends from the State Terminal to Berry Street and utilizes the depressed tracks and elevated driveway which were constructed as a part of the State Terminal. It was completed in February, 1939.

Due to severe damage by fire it was necessary to reconstruct portions of Piers 46, 48 and 50. The work on Pier 46 consisted of the rebuilding of the bulkhead building and in general the plans of the original structure were followed. It has a timber frame, stucco walls, tile roof, steel sash and steel rolling doors. The work was completed on June 19, 1939.

Piers 48 and 50 are reinforced concrete structures with the exception of the track aprons on each side of each pier, which are of creosoted timber on creosoted piles. Each apron carries two railroad tracks and in each case the fire was confined to one apron. The spread of the fire was accelerated by an off-shore wind and by the inflammable creosote oil in the timber, the result being that the deck portions of the structures were practically destroyed and the piles were severely damaged to the water line prevailing at the time.

In rebuilding the track aprons the damaged portions of the piles were encased in steel pipes filled with concrete. All deck timber was treated with chromated zinc chloride for protection against decay and termite attack. This treatment has the advantage of being fire retardant. The work on the two piers was completed on February 16, 1939.

In order to provide standby equipment capacity for the refrigeration terminal, the necessary structural changes were made and additional equipment was installed. This consisted of a direct connected motor driven ammonia compressor, two ammonia condensers, a brine cooler, an addition to the cooling tower and the necessary water and brine pumps, piping, insulation, electric wiring and control equipment. The work was completed on June 20, 1939.

Belt Railroad:

For many years it has been the established practice to construct the Belt Railroad tracks in The Embarcadero using grooved girder rails and to pave the track area as a part of the thoroughfare. This system has increased the cost of construction and maintenance, has contributed to the postponement of needed reconstruction and has increased traffic hazards both as to automobiles and switchmen.

Due to deferred maintenance much of the Belt Railroad trackage had deteriorated to such an extent that its operation was hazardous, derailments were frequent and locomotive maintenance was excessive. Accordingly plans were prepared for the reconstruction of the major part of the main tracks and for the segregation of these tracks from the thoroughfare. The track reconstruction consisted in the removal of the street pavement and the girder rails and the construction of open ballasted tee rail tracks with creosoted ties. At street intersections and at the location of pier leads the use of paved girder rail tracks was continued.

Where it was possible to do so without blocking intersecting streets or tracks leading to piers, a concrete curb was provided between the first track and the paved street. Across the pier leads and at street intersections reflector buttons were provided to prevent the encroachment of automobiles into the unpaved track areas.

The work was set up as a WPA project and included the reconstruction of 20,000 lineal feet of railroad track, and the construction of 7,000 lineal feet of concrete curb and 200,000 square feet of pavement. It was started in September, 1939, and as the work progressed it became evident that conditions were worse than had been

anticipated and that the project should be increased in scope. Accordingly a revised WPA application was prepared to include additional track work on The Embarcadero and on tracks leading to Fort Mason and The Presidio with the War Department as co-sponsor. It also included repairs to some reinforced concrete pier and wharf structures along the waterfront. It is believed that this application will receive favorable action and that the work will be completed during the next biennium.

Up to June 30, 1940, the work completed amounted to approximately the total contemplated under the original project.

Maintenance and Repair:

The increasing age of the waterfront structures results in corresponding increases in the necessity for and the cost of maintenance of these structures. In general the facilities were maintained in good operating condition but in some instances, due to insufficient appropriations, deferred maintenance has resulted in accelerated deterioration. With a few exceptions all maintenance work was done by our own employees during the biennium. The addition of steel rolling door repair men enabled us to improve the efficiency of this division of the work. The employment of roofers also resulted in expediting the repairing and replacement of roofing, work which in large part was previously done by contract.

So far as possible, repairs to the mechanical equipment on the tugs and dredges has been done in the Belt Railroad shop and this has resulted in a definite saving. However, it is necessary to drydock the floating equipment each year for repairing the hulls below the waterline. In the report for the biennium ending June 30, 1934, I called attention to the age and increasing cost of maintenance of dredge No. 3 and tug "Governor Irwin." In the near future the cost of maintaining them in service will be unjustifiably high.

General:

In the last report reference was made to the possible future use of the Ferry Building and the adjacent portion of the waterfront. More recently attention has been directed to this problem by the termination of the auto ferry service across the bay and the probable termination of the passenger ferry service across the Golden Gate in the near future. Sketches were prepared to demonstrate the desirability of using either floor of the building for a union bus terminal. Preliminary plans were also prepared for a steamship terminal designed to accommodate proposed large transoceanic liners, with modern facilities for passengers as well as for cargo.

The subject of deferred maintenance was referred to earlier in this report. Due to their age, type of construction and the postponement of maintenance, some structures have deteriorated to the extent that the expense of reconstruction would not be justified. As they become unsafe for further use they should be removed and replaced with modern facilities. Also maintenance on other structures should be expedited in order that deterioration may be retarded and the cost of maintenance reduced.

In conclusion, I desire to express my appreciation of the support extended to me by the board in connection with the work of the biennium and also to commend the faithful cooperation of all employees of the engineering department.

Respectfully submitted.

FRANK G. WHITE
Chief Engineer

LOOKING NORTHWARD UP THE EMBARCADERO
The Chief Wharfinger's Office is at the right

REPORT OF THE CHIEF WHARFINGER

To the Board of State Harbor Commissioners
San Francisco, California

Gentlemen:

I herewith submit my report as Chief Wharfinger of the Board of State Harbor Commissioners for the biennium beginning July 1, 1938 and ending June 30, 1940. During this biennium additional improvements have been made to more adequately handle the commerce of the Port.

The two-story annex building to the State Terminal has been completed and has provided much needed storage space for in-transit cargo. This building is so constructed as to make possible the receiving and delivering of cargoes by vessel, rail or truck. A large elevator makes rapid dispatch of cargoes to and from the second floor possible and is a feature greatly appreciated by the assignees and those operating through this facility.

The bulkhead building at Pier 46, which was badly damaged by fire, has been practically rebuilt. New offices have been provided. These offices are large and well lighted and are a great improvement over their predecessors. Many favorable comments have been made by the United States Customs officers, steamship employees and other occupants.

The rail facilities on the apron wharves of Piers 48-B and 50-A have been provided with additional cross-overs, expediting car movements and reducing many costs materially.

Four marine ways, a machine shop, warehouse space, tanning tanks, a steam cleaning plant and other miscellaneous equipment necessary for the fishing industry have been constructed and installed at the two finger wharves between Piers 50 and 54.

Piers are now allocated as follows:

COASTWISE—Total number, 8.
Piers 9, 16, 40, 43, 60 (China Basin Channel), 66—16th Street and 17th Street—Islaid 88 and Islaid 92.

INLAND WATERWAY—Total number, 6.
Piers 1, 3, 5, 7, 14 and 27.

INTERCOASTAL—Total number, 11.
Piers 24, 26, 28, 29, 31, 34, 35, 38, 48-a, 48-b and 50-a.

FOREIGN AND OFFSHORE—Total number, 23.
Piers 15, 17, 18, 19, 20, 22, 23, 25, 30, 32, 33, 36, 37, 39, 41, 42, 44, 45, 46, 50-b, 54, 56 and 90.

MISCELLANEOUS—Total number, 4.
Fishermen's Wharf, Refrigeration, Grain, Banana, and Lumber Terminals.

During the period July 1, 1938, to June 30, 1940, there were 31,572 vessel operations. Thousands of inland waterway operations, such as the following, are not included in this figure:

Car ferry floats, loading and discharging thousands of railroad cars at the six car ferry slips, destined to and originating from transbay points for final disposition;

The large fleet of steamers, motorships, barges and lighters daily engaged in the movement of thousands of tons of cargo to and from bay and river ports;

Specially equipped motor ships, barges and lighters, engaged in bunkering vessels, and pumping petroleum products to shore tanks;

Large and small towboats used in the berthing of large vessels and in various towing operations;

Miscellaneous floating equipment, such as lighters used in salvage operations, repair work, and handling heavy lifts;

Barges and lighters with special equipment for sandblasting, painting and other miscellaneous vessel maintenance operations;

Passenger and auto ferries, which operate daily on regular schedule;

Small fishing craft and large purse seiners engaged daily in various forms of fishing for the rapidly growing fish industry;

Vessels of the United States Government operated by the United States Army Transport Service, United States Coast Guard, United States Army Engineers, United States Lighthouse Service, United States Navy, United States Public Health Service, and the United States Quartermaster Corps.

In conclusion, I wish to thank the members of the Board of State Harbor Commissioners for their support, and the employees of this department for their loyal cooperation.

Respectfully submitted.

W. A. GEARY
Chief Wharfinger

ONE OF THE RAILROAD SWITCH ENGINES AT WORK

REPORT OF SUPERINTENDENT OF STATE BELT RAILROAD

To the Board of State Harbor Commissioners
San Francisco, California

Gentlemen:

Herein is submitted my report as Superintendent of the State Belt Railroad for the biennium, July 1, 1938, to June 30, 1940:

Conducting Transportation:

The general decrease in all forms of railroad transportation which became apparent during the second year of the preceding biennium has carried through practically the entire period covered by this report. Revenue car handling for the State Belt Railroad as in the industry generally, reflects curtailment of carloadings, there being a decrease in the number of revenue cars handled of 26,523 cars, or 15.3 per cent, under the total revenue car handling for the preceding biennium.

	July 1, 1936 to June 30, 1938	July 1, 1938 to June 30, 1940	
Revenue cars	172,755	146,232	26,523 less
Nonrevenue cars	123,553	112,197	11,356 less

The contributing factors to this decrease, apart from the general recession commencing in the Fall of 1937, and which are peculiar to the State Belt Railroad are: first, a recurrence of the waterfront industrial labor difficulty in 1939; second, a tie-up of the service of the San Francisco Bay tow-boat industry by strike which directly and entirely affected the receipt of cars from one of our connecting main-line carriers; and third, loss of sea-borne traffic through this port in both directions due to war conditions both in Europe and Asia.

The above tabulation shows a decrease in nonrevenue car handling of 11,356 cars. This decrease is far from proportionate to the decrease in revenue car handling and, representing as it does the movement of empties away from our lines for which no tariff charge is made, it indicates that our operating expense has been increased by a disturbance of the delicate balance that is ordinarily maintained by finding outbound loads for revenue cars moved in. In its direct application to the financial operation of the State Belt Railroad, today's conditions mean that this organization is required to handle proportionately a larger number of nonprofit cars than in any of the preceding bienniums. It is needless to mention that all of these circumstances are beyond the control of the management. On the contrary, notwithstanding the increased expense of handling a proportionately larger number of nonrevenue cars, the expense of operating delays that are unavoidable due to the process of complete reconstruction of the facilities under operation and the loss of prorated engine efficiency under shrinkage of volume, we have shown an increase in the number of units handled per engine day over the preceding biennium.

Maintenance of Way and Improvement:

Commencing in October, 1939, there has been in process a complete reconstruction of the main track facilities of the State Belt Railroad under a Works Progress Administration program sponsored by the Board of State Harbor Commissioners. The authority for this work was received from Washington in July of 1939. Orders for the necessary material were immediately placed and work was commenced in October of that year. By the end of the biennium, most of the main tracks from Fishermen's Wharf to Pacific Avenue were completely reconstructed with creosoted cross-ties and 90-pound Tee rail except that at public street crossings the nine-inch girder rail was removed and seven-inch girder rail was installed. An eight-inch concrete curb was constructed, providing a complete separation of the tracks of the State Belt Railroad from the traffic area of the Embarcadero. Completion of the work north of the Ferry Building and the reconstruction of the trackage south of the Ferry Building from Howard Street to Townsend Street is rapidly going forward. The program also contemplates a renewal of the facilities south of

Channel Street in the China Basin switching area. It is estimated that the entire program will be completed by September 1, 1941.

In conjunction with the reconstruction program for the main line facilities, repair of the Yard tracks in the Powell Street and Beale Street classification yards is being carried forward by State Belt Railroad employees, using such salvageable material as is made available by removal from the main tracks.

All of this work has been and is being done without interruption in the service to any of our clients and its successful performance is largely due to the close cooperation that exists between the board and its employees and the local officials of the Works Progress Administration.

Maintenance of Equipment

The demands and needs of repairs to equipment controlled by other departments of the harbor in the Belt Railroad shops have been on the increase, particularly dredge equipment. By its nature this equipment is of large dimension and in some cases has taxed the capacity of the shop to the extreme, particularly as to welding. It is not uncommon to make thermit welds in excess of four hundred pounds to the weld on the clam-shell buckets of this department. At the present time there is being constructed in the Belt Railroad shops an entire new seventy-foot spud assembly for one of the dredges.

By reason of the improved drafting and high standard of maintenance practices on the locomotives of the Belt Railroad, we have been able to reduce the fuel consumption to under forty gallons of fuel per locomotive hour. This is a favorable comparison to an average of fifty-five gallons per locomotive hour on locomotives of the same type on standard railroads.

The welding department of the shops through the diversity of its work and experimentation has advanced to the point where this department is becoming a consultant for neighboring shortline railroads for final information and decision where rail, crossing welds and assemblies are in process.

Locomotive repair schedules have been so timed that needed repairs and replacement of shop appliances have been completed without capital expense other than material by our own employees without delay or interference with regular shop routine. There has not been a transportation delay caused by equipment failure during the entire period of this biennium.

IN THE BELT LINE SHOPS
Metal thermit welding of railroad crossing frogs

Capital Improvements

During this period there was placed in operation a two-floor supply or stock room for engine and equipment supplies, the necessity for which has been of major importance. This storeroom is modeled after the base storerooms of the standard railroads. Through a perpetual inventory arrangement of the card and tray system a complete stock availability of some thirty-five hundred items is possible within one hour or less. Material ordering is entirely controlled by average past requirement experience, eliminating overstocking. Requisition and issue delays are entirely eliminated.

To the Board of State Harbor Commissioners I wish to express my appreciation for the assistance and cooperation given this department in our efforts to modernize and machine our facilities.

Respectfully submitted.

JOSEPH V. NARDINI
Superintendent

LOOKING EAST FROM ONE OF THE SWITCHING YARDS

REPORT OF LEGAL MATTERS PERTAINING TO THE BOARD

During the biennium July 1, 1938, to June 30, 1940, the following legal matters have been handled for the Board of State Harbor Commissioners for San Francisco Harbor by its attorney, the Attorney General of the State of California.

These matters will be reported under the following classifications:

First: Contracts and Agreements
Second: Claims Against and In Behalf of the Board
Third: State Belt Railroad
Fourth: Other Litigation
Fifth: Opinions

I

CONTRACTS AND AGREEMENTS

(a) Contracts for work to be done on the waterfront

During the period from July 1, 1938, to June 30, 1940, five contracts were drawn by the legal department of the Board and approved by the Attorney General, amounting to the total sum of $189,047, for work to be done for the improvement of the harbor and waterfront under the jurisdiction of the Board.

(b) Miscellaneous

Advice has also been given both oral and written, as to the proper form of contracts, agreements, specifications and bonds submitted for approval; and various legal documents in connection with contracts, leases, agreements, resolutions, etc., have been prepared as required.

II

CLAIMS AGAINST AND IN BEHALF OF THE BOARD

Claims against the Board

(*a*) Nineteen claims for damages alleged to have arisen because of injuries to persons or property by reason of the operation and maintenance of the State Belt Railroad, and two claims for damages, arising out of other accidents on the waterfront have been considered and the claimants or their attorneys answered. Liability in all cases was denied.

(*b*) One compensation claim in favor of an employee of the Harbor Board was considered, and paid by the party responsible for the accident.

Claims made in behalf of the Board:

(*a*) Two claims for damage to State Belt Railroad equipment were presented to parties responsible for same but both proved uncollectible and have been written off the books. Fourteen claims for damage to other Harbor Board property have been presented to parties responsible for them. Four of these have been collected, eight are now in process of collection and two are uncollectible.

(*b*) Forty-two claims on behalf of the Board arising from other sources than accidents have been considered. Eighteen of these have been collected, suit has been filed on four of these as a result of which partial payments have been made on two of these claims, and the remaining twenty are in process of collection.

(*c*) Numerous claims for dockage against persons mooring boats at Fishermen's Wharf have also been presented to the parties responsible for same. Part of these have been collected and the remainder are in process of collection.

III

STATE BELT RAILROAD

(a) Inquests

Three coroner's inquests were attended with regard to accidents which occurred on the State Belt Railroad.

(b) Accidents

In addition to nineteen claims for damages alleged to have arisen because of injuries to persons or property by reason of the operation of the State Belt Railroad, and two claims for damage to State Belt Railroad equipment, reported under the heading "Claims," forty-nine reports on other accidents on the State Belt Railroad were received and considered, but no claims on said accidents have as yet been made against the Board.

(c) Litigation arising out of the operation of the State Belt Railroad

J. O. Cotant, etc. v. *J. H. McGuinn, et al.*, Municipal Court, San Francisco, No. 127502. Action for dam-

ages in sum of $641.35. Judgment for defendants. Closed.

Crean v. *Harbor Board, et al.,* United States District Court, Northern District of California, Southern Division, No. 17461-K. Action for damages for $50,000 for death of Charles Crean. Dismissal filed. Closed.

Maurice v. *State of California,* United States District Court, Northern District of California, Southern Division, No. 20430-L. Action for damages. Dismissal without prejudice filed. Closed.

Maurice v. *State of California,* Superior Court, San Francisco, No. 282928. Action for damages resulting from injury to petitioner on State Belt Railroad. Transferred to Sacramento County, No. 58854, Department 3. Judgment for plaintiff. Appeal taken to District Court of Appeal. Motion to tax costs filed; court ordered entire cost bill struck out. Pending.

People ex rel. Meherin, et al., v. *San Francisco Warehouse Company,* Municipal Court, San Francisco, No. 126573. Action for damages to State Belt Railroad Engine No. 11 in the amount of $17.82. Said amount collected. Dismissal filed. Closed.

State of California v. *Clifford C. Anglim, U. S. Internal Revenue Collector,* United States District Court, Northern District of California, Southern Division, No. 21433-W. Action to recover employer's and employees' taxes paid under protest under Carriers' Taxing Act of 1937, in the amount of $3,730.97. Argued and submitted on briefs. Plaintiff's points and authorities filed. Pending.

State of California v. *Murray W. Latimer, et al.,* United States Supreme Court, October Term, 1937, No. 20; October Term, 1938, No. 13. Action in equity to enjoin the Federal Railroad Retirement Board from enforcing the provisions of the Railroad Retirement Acts of 1935 and 1937 against the State of California or the State Belt Railroad; and to enjoin the United States Commissioner of Internal Revenue from enforcing against the State of California or the State Belt Railroad the terms of the Carriers' Taxing Act of 1937. Bill dismissed. Closed.

IV
OTHER LITIGATION

(a) Cases involving claims against the Board

A. Damage Claims

Martha Allison v. *Board of State Harbor Commissioners, et al.,* Superior Court, San Francisco, No. 227611. Action to collect damages in sum of $20,000 for death of A. D. Allison in accident on waterfront. Judgment of dismissal filed. Closed.

Josephine A. Fillmore v. *State of California, et al.,* Superior Court, Alameda County, No. 140723. Action for damages to plaintiff on account of defective condition of sidewalk on waterfront. Dismissal filed. Closed.

Howard v. *Key Terminal Railway, Ltd., and Harbor Board,* Superior Court, San Francisco, No. 242954. Action for damages in sum of $5,310 for injuries received in passageway to Key Terminal Railway ferry slip on San Francisco waterfront. Complaint filed and summons issued. Never served on Harbor Board. Pending.

Catherine A. McCarthy, et al., v. *State of California, et al.,* Superior Court, San Francisco, No. 214303. Action to collect damages in amount of $20,000 for death of Henry McCarthy in accident on waterfront. Judgment of Dismissal filed. Closed.

The Romero Company, et al., v. *Dr. Celestine J. Sullivan, et al., State Harbor Board, et al.,* United States District Court, Northern District of California, Southern Division, No. 22816-S. In Admiralty. Libel in rem and personam for collision damages in amount of $1,032.75. Interlocutory decree for libelants. Appealed to United States Circuit Court of Appeals for the Ninth Circuit by respondents. Praecipe on appeal filed. Pending.

Emily Schaal v. *Alfred Watts, Jr., and Harbor Board,* Superior Court, Alameda County, No. 98898. Action for damages for $25,000 alleged to have arisen by reason of the operation of a truck belonging to the Harbor Board. Motion for change of place of trial to San Francisco County granted. Suit never refiled. Pending.

Rose Semelman v. *Southern Pacific-Golden Gate Ferries, Ltd., and Harbor Board,* Municipal Court, San Francisco, No. 65534. Action for damages for $2,000 for injuries. Dismissal filed. Closed.

B. State Employee Claims

James P. O'Donnell v. *Harbor Board, et al.,* Superior Court, San Francisco, No. 269945. Action in mandate to compel reinstatement of petitioner to position of street sweeper under Harbor Board. Answer of defendants filed. Pending.

McClellan Shideler v. *State Board of Harbor Commissioners,* Superior Court, San Francisco, No. 277465. Action by assignee of a number of pile driver foremen, engineers and pile men to recover $15,184.86 alleged difference between a total amount paid assignors for services during the year 1936 and alleged amounts owing them for services by the Board. Demurrer of defendant filed. Overruled. Defendant's Answer filed. Cause set for trial. Partially tried. Amended Complaint and Petition filed. Motion to Strike Out Amended Complaint and Petition granted. Leave to amend original complaint to conform to proof granted, amendment to be deemed denied by defendant and denial of Answer to be deemed denial of Amended Answer. Amendment to Original Complaint filed. Pending.

E. J. Vogel v. *Frank G. White,* Superior Court. Alameda County, No. 130941. Action against Chief Engineer, Harbor Board, for alleged value of services performed under appointment made in alleged violation of Civil Service Act. Judgment for defendant. Motion of plaintiff for vacation of judgment denied. Plaintiff has appealed from order of court denying motion for vacation of judgment. Pending.

C. Miscellaneous Cases

General Petroleum Corporation of California v. *P. W. Meherin, et al.,* Superior Court, San Francisco, No. 252409, Department 16. Action in declaratory relief with respect to three separate leases of real property to plaintiff by Board. Demurrer to amended complaint sustained. Plaintiff's second amended and supplemental complaint filed. Demurrer of defendants to plaintiff's second amended and supplemental complaint sustained. Pending.

Henry Cowell Lime & Cement Co. v. *State of California, and State Harbor Board,* Superior Court, San Francisco, No. 55947. Action to enjoin Harbor Board from interfering with possession of plaintiff of land at

Sacramento Street and The Embarcadero. Judgment for plaintiff. Appeal taken to California Supreme Court. All briefs filed. Pending.

(b) Proceedings on behalf of the Board

A. Admiralty Proceedings

People ex rel. J. F. Marias, et al., v. *The British Vessel "City of Roubaix," et al.,* United States District Court, Northern District of California, Southern Division, No. 23108-L. Action to collect damages to wharf in sum of $5,000. Answer of claimant, Ellerman Lines, received. Pending.

People ex rel. J. F. Marias, et al., v. *The Italian Vessel "Leme," etc.,* United States District Court, Northern District of California, Southern Division, No. 23183-S. Libel in rem and personam to enforce maritime lien of dockage and wharfage contract in the amount of $1,764. Pending on stipulation.

People ex rel. J. F. Marias, et al., v. *The American Vessel "Paul L," etc.,* United States District Court, Northern District of California, Southern Division, No. 23178-R. Action to enforce maritime lien of dockage and wharfage contract in amount of $34.25. Payment received. Dismissal filed. Closed.

People ex rel. J. F. Marias, et al., v. *The American Vessel "Robert B," etc.,* United States District Court, Northern District of California, Southern Division, No. 23222-S. Action in rem to enforce maritime lien of dockage and wharfage contract in amount of $33.90. Payment in full received. Dismissal filed. Closed.

In the Matter of Southern Pacific-Golden Gate Ferries, Ltd., United States District Court, Northern District of California, Southern Division, No. 32664-W, In Bankruptcy. Proof of Claim of Harbor Board in the amount of $132,577.57 for rental charges and reimbursements for special improvements and construction costs of Ferry Slips No. 3 and No. 4, and for tolls filed. Pending.

B. Debtor Proceedings

In the Matter of The California Transportation Company, Debtor, United States District Court, Northern District of California, Southern Division, No. 26918-R. Claim of Harbor Board for wharf rental in the amount of $4,420.11 filed. Case settled. Terms of payment agreed upon. Dismissal filed. Closed.

In the Matter of Kitsap Steamship Company, Debtor, United States District Court, Western District of Washington, Northern Division, No. 34797. Proof of Claim of Harbor Board for dockage in the amount of $12.85 filed with Referee in Bankruptcy, Seattle, Washington. Pending.

In the Matter of The Charles Nelson Company, Debtor; In the Matter of Nelson Steamship Company, Debtor, United States District Court, Northern District of California, Southern Division, No. 27277-S. Proceedings for corporate reorganization. Proof of Claim of Harbor Board in each proceeding for rental, dockage, tolls, demurrage, electricity, switching, towing and damage claims in the amount of $31,055.13 filed with Referee in Bankruptcy. Proof of Maritime Liens on certain vessels filed. Damage claim in amount of $4,822.16 denied and disallowed. Balance of claim in amount of $26,232.97 allowed. The sum of $5,933.10 allowed as maritime liens and paid in cash. The sum of $20,299.87 was allowed as a general unsecured claim and in accordance with the approved reorganization plan, twenty-five per cent, $5,075.87 was paid in cash, and Certificate of Stock for the balance, $15,224, was issued in the name of and delivered to the Board. Closed.

Bridge of the new "President Jackson"

In the Matter of Pacific Steamship Lines, Ltd., Debtor, United States District Court, Northern District of California, Southern Division, No. 26788-L. Proceeding for corporate reorganization. Proof of Claim of Harbor Board for rental, dockage, electricity and switching charges in the amount of $30,863.75 filed with Referee in Bankruptcy. Amendment to Proof of Claim filed. Claim was allowed in the sum of $30,779.30 and paid by notes of the reorganized corporation, Pacific Steamship Lines, Inc. Closed.

In the Matter of Sardine Fishing Company, Debtor, United States District Court, Northern District of California, Southern Division, No. 30152-L. Claim of Harbor Board for dockage against the vessel "St. Marys" in the amount of $22.10 filed. Partially collected. Pending.

In the Matter of Sgobel & Day Company, Debtor, United States District Court, Northern District of California, Northern Division, No. 7721. Proof of Claim of Harbor Board for refrigeration charges in the amount of $1,279.45 filed with Special Master, Sacramento, California. Dividends amounting to $217.51 received. Pending.

C. Miscellaneous Cases

People ex rel. J. F. Marias, et al., v. *Compania Argentina Uruguay Navigation y Turisimo, et al.,* Municipal Court, San Francisco, No. 141830. Action to collect damages to wharf, in the amount of $995. Settlement agreed upon. Dismissal with prejudice filed. Closed.

People ex rel. J. F. Marias, et al., v. *Daugherty, et al.,* Municipal Court, San Francisco, No. 141905.

Action to collect money due for wharfage services and for balance due on open book account, in the amount of $67.40. Answer of defendants filed. Pending.

People ex rel. P. W. Meherin, et al., v. *William Giovannoni, et al.*, Municipal Court, San Francisco, No. 216538. Action on open book account for $25. Payment in full received. Dismissal filed. Closed.

People ex rel. P. W. Meherin, et al., v. *Los Angeles-San Francisco Navigation Company, Ltd.*, Municipal Court, San Francisco, No. 125776. Action to recover $1,133.62 on open book account. Judgment for plaintiff. Appeal taken by defendant to Appellate Department, Superior Court. Judgment of lower court affirmed. Rehearing denied. Closed.

People ex rel. J. F. Marias, et al., v. *Mrs. Paul Luketa*, Municipal Court, San Francisco, No. 139312. Action to collect money due on open book account, in the amount of $34.25. Amount settled. Dismissal with prejudice filed. Closed.

People ex rel. J. F. Marias, et al., v. *Frank H. Manaka*, Municipal Court, San Francisco, No. 139096. Action to collect money due for wharfage in the amount of $33.90. Amount settled. Dismissal filed. Closed.

People ex rel. J. F. Marias, et al., v. *Maurice Markall*, Municipal Court, San Francisco, No. 132503. Action to collect money due for rental of bulkhead space. Payment in full received. Dismissal filed. Closed.

People ex rel. P. W. Meherin, et al., v. *Walkup Drayage & Warehouse Company*, Municipal Court, San Francisco, No. 126537. Action to collect damages to door on Pier 45, Shed B, in the amount of $87.97. Judgment for plaintiff for $92.77. Satisfaction of judgment filed. Closed.

V

OPINIONS

Opinions were rendered to the Board in re the following matters:

Harbor Board is without authority to allow or pay to contractor any amount in excess of contract price for harbor improvements on account of amounts of wages paid by contractor in excess of prevailing wage stipulated in contract.

Discussion of law relating to determination of prevailing rate of per diem wages for holidays.

Manner in which payrolls, claims, etc., forwarded to Controller, must be approved and verified.

Discussion of application of Railroad Unemployment Insurance Act to State of California and employees of State Belt Railroad. Recommendation as to making report, etc.

Discussion of status of State Belt Railroad employees under Federal and State retirement acts. Recommendation as to legal procedure to determine their status.

Agreement between Harbor Board and City and County of San Francisco on March 16, 1926, interpreted as not obligating city and county to pay Harbor Board any part of surplus earned by Embarcadero Bus Line.

As State Board of Harbor Commissioners is permitted to grant concessions for commercial purposes in the Ferry Building, and has granted a concession for an advertising screen, such concessionaire may use space for political advertising.

Discussion of power of Board of State Harbor Commissioners in relation to assignment of space on San Francisco waterfront, and manner of terminating use of premises for which no rental is paid.

Fees—Erroneous or excessive charges for dockage, tolls, demurrage and rentals paid by Harbor Board into San Francisco Harbor Improvement Fund, may be returned pursuant to Sec. 658.6, Political Code, but switching charges may not be so returned.

Elevators—Discussion of liability of Board of State Harbor Commissioners and members thereof for damages resulting from elevators on waterfront property being out of repair.

Board of State Harbor Commissioners may not legally contract for the cleaning and polishing of linoleum floors in the Ferry Building, as persons can be made eligible for performance of such work under Civil Service laws.

Board of State Harbor Commissioners is not authorized to enter into a contract with the SRA which provides for the furnishing by the SRA of relief workers to perform services for the Board which are of the character currently performed by civil service employees of the Board, and which contract provides for the payment by the Board to the SRA of a certain percentage of the amounts paid by the SRA to the workers.

Respectfully submitted.

EARL WARREN
Attorney General,
State of California

By LUCAS E. KILKENNY
Deputy Attorney General

PIER 43: A BELT LINE ENGINE MEETING A DOCKING CAR FERRY

HARBOR FACILITIES

JUNE 30, 1940

LAND

Seawall lots and other reclaimed lands	105 acres
Embarcadero and other streets	204 acres
Submerged land inside of seawall line	491 acres
Submerged land between seawall and pierhead line	1,112 acres
TOTAL AREA	1,912 acres

PIER AND WHARF AREA

Covered, ground floor	111.64 acres
Covered, upper floor	7.54 acres
Uncovered, ground floor	74.83 acres
Uncovered, upper floor	1.61 acres
TOTAL ACRES	195.62 acres

Berthing space, exclusive of pier ends	17.5 miles
Car ferry slips	6
Passenger ferry slips, including automobile ferry slips	15

BELT RAILROAD EQUIPMENT

Locomotives, 75 ton	7
Locomotive crane, 15 ton	1

BELT RAILROAD TRACKAGE

Tracks operated by State Belt Railroad	
Main tracks, owned	11.04 miles
Yard switching tracks, owned	27.65 miles
Operated under trackage rights, not owned	12.17 miles
TOTAL OPERATED	50.86 miles
Tracks owned but not operated by State Belt Railroad	
Yard switching tracks	16.63 miles

DISTANCE TO PORTS FROM GOLDEN GATE

Distances, in nautical miles, from San Francisco's harbor entrance to other leading harbors of the world are: Buenos Aires, 7,565; Calcutta, 8,999; Capetown, 9,953; Manila, 6,221; Marseilles, 8,308; Naples, 8,596; New York, 5,262; Rio de Janeiro, 7,353; Sydney, 6,448; Yokohama, 4,536; London, 8,051.

DRYDOCKS, MARINE RAILWAYS AND DERRICK FACILITIES IN THE PORT OF SAN FRANCISCO

FLOATING DRY DOCKS

Bethlehem Shipbuilding Corporation, Limited	No. 2—Length, 271 feet; width, 66 feet; capacity, 2,000 tons
	No. 3—Length, 301 feet; width, 68 feet; capacity, 2,500 tons
	No. 4—Length, 450 feet; width, 80 feet; capacity, 6,500 tons
Moore Dry Dock Company	No. 4—Length, 460 feet; width, 92 feet; capacity, 20,000 tons
	No. 5—Length, 390 feet; width, 92 feet; capacity, 15,000 tons

MARINE RAILWAYS

Moore Dry Dock Company	No. 1—Length, 452 feet; width, 68 feet; capacity, 8,000 tons Length of largest vessel taken, 454 feet (with extensions)
	No. 2—Length, 422 feet; width, 68 feet; capacity, 7,000 tons Length of largest vessel taken, 446 feet (with extensions)
	No. 3—Length, 422 feet; width, 68 feet; capacity, 6,000 tons Length of largest vessel taken, 430 feet (with extensions)
General Engineering and Dry Dock Company	No. 1—Length, 340 feet; width, 65 feet; capacity, 4,000 tons
	No. 2—Length, 250 feet; width, 60 feet; capacity, 2,500 tons
	No. 3—Length, 434 feet; width, 76 feet; capacity, 6,000 tons
Crowley Shipyard	No. 1—Length, 82 feet; width, 32 feet; capacity, 300 tons
	No. 2—Length, 146 feet; width, 52 feet; capacity, 1,000 tons

SHEAR LEG DERRICKS

Bethlehem Shipbuilding Corporation, Limited	1 stationary, 100-ton capacity
Moore Dry Dock Company	1 stationary, 100-ton capacity

FLOATING BOOM DERRICKS

General Engineering and Dry Dock Company	1 derrick, length of boom, 90 feet; lifting capacity, 7 tons
Harbor Tug and Barge Company	1 derrick, length of boom, 75 feet; lifting capacity, 15 tons
Haviside Company	1 derrick, length of boom, 100 feet; lifting capacity, 30 tons
	1 derrick, length of boom, 100 feet; lifting capacity, 40 tons
	1 derrick, length of boom, 107 feet; lifting capacity, 100 tons
Smith, Rice and Company, Incorporated	1 derrick, length of boom, 100 feet; lifting capacity, 25 tons
	1 derrick, length of boom, 100 feet; lifting capacity, 25 tons
	1 derrick, length of boom, 100 feet; lifting capacity, 30 tons
	1 derrick, length of boom, 100 feet; lifting capacity, 50 tons
	1 derrick, length of boom, 100 feet; lifting capacity, 100 tons

SALVAGE EQUIPMENT

Haviside Company	1 sea-going salvage and derrick barge. Length of boom, 100 feet; lifting capacity, 100 tons

SAN FRANCISCO PILOTAGE AND TOWAGE RATES

PORT OF SAN FRANCISCO—CHARGES, REGULATIONS, ETC., NOT UNDER JURISDICTION OF BOARD OF STATE HARBOR COMMISSIONERS

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PILOTAGE

Jurisdiction: San Francisco Board of Pilot Commissioners, a State body, composed of three members. Office of Commissioner, Merchants Exchange Building, San Francisco; Pilot Office, Pier 7, San Francisco.

Pilotage in and out of San Francisco Harbor is under the jurisdiction of a State Board of Pilot Commissioners, appointed by the Governor, which body establishes the rules and regulations regarding the conduct of all pilots, as well as licensing and commissioning pilots.

Pilotage in and out of San Francisco Bay is generally compulsory, except as follows:

All vessels sailing under an enrollment, and engaged in the coasting trade between the Port of San Francisco and any other port of the United States are exempt from pilotage unless a pilot be actually employed.

All foreign vessels and all American vessels from a foreign port or bound thereto, and all vessels sailing under a register between the Port of San Francisco and any other port of the United States are liable for pilotage.

Rates for pilotage are fixed by state laws as follows:

All vessels under 500 tons, $2 per draught foot;

All vessels over 500 tons, $2 per draught foot and 1⅛ cents per ton for each and every ton registered measurement; and every vessel spoken inward and outward bound except as hereinafter provided, shall pay the said rates.

A vessel is spoken by day by a pilot boat displaying a union jack, or by night displaying a torch or flare-up within a distance of three miles of the vessel. In all cases where inward bound vessels are not spoken until inside of the bar the rates of pilotage herein provided shall be reduced 50 per cent. Vessels engaged in the whaling or fishing trades shall be exempt from all pilotage except where a pilot is actually employed.

In the event a vessel not carrying cargo to the Port of San Francisco, nor seeking any thereat, is compelled to enter said port solely by reason of her being in distress or requiring repairs, provisions or fuel, the rates of pilotage into said harbor shall be as follows:

All vessels under 500 tons, $1 per draught foot;

All vessels over 500 tons, $1 per draught foot and 1 cent per ton for each and every ton registered measurement; and every vessel spoken inward bound shall pay the said rates. There shall be no reduction of rates of pilotage to vessels in distress where the vessel is spoken inside the bar. In the event that the vessel shall leave the Port of San Francisco without carrying any cargo therefrom, she shall pay the last-mentioned rates of pilotage out of the harbor of San Francisco.

TOWAGE

Towage in San Francisco is conducted by private tow boat companies and the charges for the services performed vary according to the conditions under which the contract is to be carried out, but are generally assessed within the range of the following schedule:

STEAM AND MOTOR SHIPS
(CHARGES BASED ON NET TONNAGE OF VESSEL)

1. Services of tug assisting to dock on city front	$25.00 to $40.00
2. Towing (without power) from dock to dock between Meiggs (Fishermen's) Wharf to Mission Rock	75.00 to 150.00
3. Services of tug assisting to Union Iron Works or Hunters Point	40.00 to 70.00
4. Towing (without power) to Union Iron Works or Hunters Point	90.00 to 225.00
5. Services of tug assisting to Oakland Harbor	50.00 to 70.00
6. Towing (without power) to Oakland Harbor	100.00 to 225.00

THE MARINE EXCHANGE

ONE OF WORLD FAMOUS MURALS BY W. A. COULTER ON WALLS OF SAN FRANCISCO MARINE EXCHANGE

Located in the heart of the city's shipping center, the San Francisco Marine Exchange is one of the oldest institutions of its kind in America. The Marine Exchange was founded in 1865 and ever since has served as a semiofficial agency for the maritime industry. Among the subscribers for the Exchange's arrival and departure reporting service is the Chief Wharfinger's Office of the Port of San Francisco.

Three separate and strategically located establishments carry on the many operations and services of the San Francisco Marine Exchange. The Look-out Station at Point Lobos just outside the Golden Gate is at the highest vantage point for ocean visibility. For intermediate reporting and emergency aid another station is situated at the outer extremity of Pier 45 where an experienced crew is on constant duty.

The Marine Exchange floor at 465 California Street is a meeting place and source of information for the entire shipping industry of the Port. Here are located the Hydrographic Office of the United States Navy, complete reports of arrivals and departures, reports of chartering of vessels, listing of vessels lost at sea, weather reports, news reports, export and import statistics, reports of ship movements and other valuable information. The floor of the Exchange, the walls of which are adorned with famous marine murals, is conceded to be the most colorful in the United States.

UNITED STATES GOVERNMENT REGULATIONS, FEES AND OFFICIALS

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CUSTOMS DISTRICT

Customs collection District No. 28, headquarters at San Francisco, comprises all of that portion of the State of California north of San Luis Obispo, Kern and San Bernardino counties.

Customs House, located at Washington and Battery Streets, San Francisco. Customs Officer: Collector of Customs, Paul R. Leake; Assistant Collector, George A. Marshall.

CUSTOMS FEES

The ordinary entrance fees for vessels arriving from foreign ports with cargo are $2.50.

The ordinary clearance fees for vessels going to foreign ports, either American or foreign vessels, are $2.50.

Foreign vessels entering from a domestic port are charged a fee of $2; likewise a fee of $2 for clearing to a domestic port.

UNITED STATES INSPECTION OF STEAM VESSELS

Capt. Wm. Fisher, Customs House, Supervising Inspector Seventh District.
Winslow D. Conn, United States Local Inspector of Boilers.
Capt. John P. Tibbetts, United States Local Inspector of Hulls.

UNITED STATES SHIPPING COMMISSIONER

John A. Rylander, Appraiser's Building.

UNITED STATES IMMIGRATION SERVICE

I. F. Wixon, District Director of Immigration; offices: Angel Island and Customs House, San Francisco.

UNITED STATES QUARANTINE SERVICE

Dr. French Simpson, Medical Director, United States Public Health Service; offices: Angel Island and Barge Office, Fishermen's Wharf, San Francisco.

The Federal Government handles the entire matter of inspection, quarantine and fumigation in this port. Where fumigation is required, the charge amounts to about 12 cents per thousand cubic feet of air space fumigated, plus $1 for supervision and $2 labor.

UNITED STATES LIGHTHOUSE SERVICE

O. L. Jenkins, Superintendent; office: Customs House.

UNITED STATES ATTORNEY

Frank J. Hennessy; office: Post Office Building.

UNITED STATES MARSHAL

George Vice; office: Post Office Building.

UNITED STATES PASSPORT AGENCY

Somerset A. Owen, Passport Agent; office: Customs House.

INTERNAL REVENUE DEPARTMENT

Clifford C. Anglim, Collector; office: Federal Office Building, Civic Center.

UNITED STATES BUREAU OF FOREIGN AND DOMESTIC COMMERCE

John J. Judge, District Manager; office: Customs House.

UNITED STATES COAST GUARD SERVICE

Captain Stanley V. Parker, Commander, San Francisco Division; office: Customs House.

LIFE SAVING DIVISION

Lieut. Com. S. B. Johnson, District Commander; Customs House.

UNITED STATES NAVY

Office: Twelfth Naval District, Federal Office Building, Civic Center.

FEDERAL HORTICULTURE SERVICE

Office: Plant Quarantine, Ferry Building.

BOARDS OF STATE HARBOR COMMISSIONERS

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First Board—C. L. Taylor, appointed November 4, 1863; D. C. McRuer, appointed November 4, 1863; S. S. Tilton, appointed November 4, 1863.

Second Board—C. L. Taylor, S. S. Tilton, James Laidley, appointed November 6, 1865.

Third Board—S. S. Tilton, James Laidley, James H. Cutter, appointed November 4, 1867.

Fourth Board—James H. Cutter, John J. Marks, appointed December 6, 1869; Jasper O'Farrell, appointed January 15, 1870.

Fifth Board—John J. Marks, Jasper O'Farrell, Washington Bartlett, appointed June 23, 1870.

Sixth Board—John J. Marks, Jasper O'Farrell, John Rosenfeld, appointed November 29, 1871.

Seventh Board—John Rosenfeld, Jasper O'Farrell, Lewis Cunningham, appointed March 1, 1873.

Eighth Board—Lewis Cunningham, John Rosenfeld, Samuel Soule, appointed March 13, 1873.

Ninth Board—Lewis Cunningham, Samuel Soule, T. D. Mathewson, appointed June 5, 1873.

Tenth Board—Samuel Soule, T. D. Mathewson, D. C. McRuer, appointed April 21, 1874.

Eleventh Board—Wm. Blanding, appointed March 4, 1876; Bruce B. Lee, appointed March 4, 1876; A. M. Burns, appointed March 4, 1876. Frank McCoppin succeeded Burns, October 28, 1879.

Twelfth Board—Wm. Blanding, G. S. Evans, appointed January 27, 1880; Wm. A. Phillips, appointed March 4, 1880.

Thirteenth Board—Wm. Blanding, Wm. H. Knight, appointed November 23, 1882; Geo. S. Evans, Wm. A. Phillips.

Fourteenth Board—Wm. Irwin, appointed March 20, 1883; died March 1, 1886; A. C. Paulsell, appointed March 20, 1883; John H. Wise, appointed March 20, 1883.

Fifteenth Board—Frank McCoppin, appointed April 1, 1886; A. C. Paulsell, John H. Wise.

Sixteenth Board—William D. English, appointed March 13, 1887; A. C. Paulsell, John H. Wise.

Seventeenth Board—William D. English, A. C. Paulsell, Charles O. Alexander, appointed March 13, 1889.

Eighteenth Board—William D. English, Charles O. Alexander, William H. Brown, appointed March 13, 1890.

Nineteenth Board—C. F. Bassett, appointed March 31, 1891; Charles O. Alexander, William H. Brown.

Twentieth Board—C. F. Bassett, William H. Brown, Dan T. Cole, appointed March 13, 1893.

Twenty-first Board—C. F. Bassett, Dan T. Cole, F. S. Chadbourne, appointed March 13, 1894.

Twenty-second Board—E. L. Colnon, appointed March 14, 1894; Dan T. Cole, F. S. Chadbourne.

Twenty-third Board—E. L. Colnon, F. S. Chadbourne, P. J. Harney, appointed March 20, 1897.

Twenty-fourth Board—E. L. Colnon, P. J. Harney, Rudolph Herold, Jr., appointed March 13, 1898.

Twenty-fifth Board—Paris Kilburn, appointed March 14, 1899; P. J. Harney, Rudolph Herold, Jr.

Twenty-sixth Board—Chas. H. Spear, appointed March 16, 1903; John C. Kirkpatrick, John D. McKenzie.

Twenty-seventh Board—W. V. Stafford, appointed March 19, 1907; Henry J. Crocker, W. E. Dennison.

Twenty-eighth Board—W. V. Stafford, W. E. Dennison, P. S. Teller, appointed April 1, 1909.

Twenty-ninth Board—W. V. Stafford, P. S. Teller, George M. Hill, appointed January 7, 1911.

Thirtieth Board—Marshal Hale, appointed March 26, 1911; George M. Hill, J. J. Dwyer, appointed March 26, 1911. Marshal Hale resigned July 27, 1911.

Thirty-first Board—J. J. Dwyer; George M. Hill, died July 10, 1912; Thomas S. Williams, appointed July 27, 1911.

Thirty-second Board—J. J. Dwyer, Thomas S. Williams, John H. McCallum, appointed July 30, 1912.

Thirty-third Board—Arthur Arlett, appointed February 15, 1917; Thomas S. Williams, John H. McCallum. Thomas S. Williams resigned June 6, 1918.

Thirty-fourth Board—Arthur Arlett, John H. McCallum; Harry H. Cosgriff, appointed June 6, 1918.

Thirty-fifth Board—John H. McCallum, Harry H. Cosgriff, Miles Standish, appointed December 6, 1918. Miles Standish resigned March 4, 1920.

Thirty-sixth Board—John H. McCallum, Harry H. Cosgriff, Frederick S. Moody, appointed March 1, 1920.

Thirty-seventh Board—Chas. H. Spear, appointed May 21, 1923; J. B. Sanford, appointed May 24, 1923; M. F. Cochrane, appointed August 1, 1923, died September 9, 1926; J. Sherman McDowell, appointed September 15, 1926. Chas. H. Spear resigned September 1, 1925. William A. Sherman, appointed September 1, 1925.

Thirty-eighth Board—C. L. Tilden, Frank C. Sykes, Paul Scharrenberg, appointed February 11, 1927.

Thirty-ninth Board—P. W. Meherin, J. J. Tynan, Jos. A. Moore, appointed January 6, 1931. J. J. Tynan resigned April 20, 1933.

Fortieth Board—P. W. Meherin, Jos. A. Moore, Maurice Asher, appointed April 21, 1933. Maurice Asher resigned August 3, 1933.

Forty-first Board—P. W. Meherin, Jos. A. Moore; Dr. Celestine J. Sullivan, appointed August 4, 1933.

Forty-second Board—J. F. Marias, Geo. Sehlmeyer, appointed March 8, 1939; E. A. McMillan, appointed April 13, 1939.

BON_VOYAGE FROM THE PORT OF SAN FRANCISCO

BOARD OF STATE HARBOR COMMISSIONERS

FINANCIAL REPORT OF THE NINETIETH AND NINETY-FIRST FISCAL YEARS ENDED JUNE 30, 1940 AND JUNE 30, 1939

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ACCOUNT 1—*Comparative Statement of the Status of Financial Accounts as of June 30, 1940, and June 30, 1939.*

Schedule 1 —Fort Mason Tunnel Account.

Schedule 2A—Second San Francisco Seawall Sinking Fund Balance Sheet as of June 30, 1940.

Schedule 2B—Second San Francisco Seawall Sinking Fund Transactions from July 1, 1938, to June 30, 1940.

Schedule 3A—Third San Francisco Seawall Sinking Fund Balance Sheet as of June 30, 1940.

Schedule 3B—Third San Francisco Seawall Sinking Fund Transactions from July 1, 1938, to June 30, 1940.

Schedule 4A—India Basin Sinking Fund Balance Sheet as of June 30, 1940.

Schedule 4B—India Basin Sinking Fund Transactions from July 1, 1938, to June 30, 1940.

Schedule 5 —Comparative Statement of Property and Equipment as of June 30, 1940, and June 30, 1939.

Schedule 6 —Summary Statement of Property and Equipment acquired during the fiscal years 1939-1940 and 1938-1939 from various funds and retirements, losses, gifts, transfers and adjustments for the same period.

ACCOUNT 2—*Comparative Statement of Income and Expense for the fiscal years ended June 30, 1940, and June 30, 1939*

Schedule 1 —Comparative Statement of Analysis of Income from operations for the fiscal years ended June 30, 1940, and June 30, 1939.

Schedule 2 —Comparative Statement of Expenditures for Administration, Operation and Maintenance of the Port; and Maintenance of Way and Structures, Maintenance of Equipment, Cost of Conducting Transportation and Administration of State Belt Railroad for the fiscal years ended June 30, 1940, and June 30, 1939.

Exhibit A —Summary Statement of Tonnage by months over wharves for the fiscal years 1939-1940 and 1938-1939.

Exhibit B —Summary Statement showing tons of freight discharged and loaded over the State wharves during the forty-six years, 1894-1940.

Exhibit C —Statement showing contracts under way at date of last biennial report and since completed.

Exhibit D —Statement showing work contracted for and completed within the biennial period, July 1, 1938, to June 30, 1940.

Exhibit E —Statement showing work contracted for and not completed within the biennial period, July 1, 1938, to June 30, 1940.

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 1

COMPARATIVE STATEMENT OF STATUS OF FINANCIAL ACCOUNTS AS OF JUNE 30, 1940, AND JUNE 30, 1939

	FISCAL YEAR ENDED JUNE 30, 1940			FISCAL YEAR ENDED JUNE 30, 1939		
ASSETS		DETAIL	TOTAL		DETAIL	TOTAL
FIXED ASSETS						
Land	.....	$44,189,420 32	.....	.....	$44,189,420 32	.....
Building and Structures	.....	56,750,151 63	.....	.....	56,621,290 36	.....
Equipment	.....	887,797 49	.....	.....	886,863 84	.....
Investment in State Belt Railroad of California	$59,238 17	.....	.....	$51,672 31	.....	.....
Deduct net amount of depreciation less adjustments	33,355 64	25,882 53	.....	21,928 91	29,743 40	.....
Total Fixed Assets			$101,853,251 97			$101,727,317 92
CURRENT ASSETS						
FUNDS						
San Francisco Harbor Improvement Fund	.....	$715,420 08	.....	.....	$986,810 23	.....
Third San Francisco Seawall Fund	.....	204,237 48	.....	.....	308,673 62	.....
State Treasurer-Trustee-Federal Pension Fund and Special Depositors	.....	25,896 90	.....	.....	17,256 08	.....
CASH ON HAND						
Revolving Fund	.....	20,000 00	.....	.....	35,000 00	.....
Cash Trust	.....	8,592 20	.....	.....	1,094 99	.....
Accounts Receivable	.....	258,367 91	.....	.....	209,913 74	.....
Fort Mason Tunnel Account Agreement	.....	124,876 18	.....	.....	139,720 19	.....
Store	.....	80,323 57	.....	.....	82,704 57	.....
Work in Process	.....	24,831 26	.....	.....	3,392 79	.....
Clearing Account	.....	34 50	.....	.....	367 01	.....
Total Current Assets			1,462,580 08			1,784,933 22
SINKING FUNDS						
Second San Francisco Seawall	.....	$2,342,602 98	.....	.....	$2,107,528 70	.....
Third San Francisco Seawall	.....	1,428,841 53	.....	.....	1,220,094 74	.....
India Basin	.....	234,902 05	.....	.....	212,187 54	.....
Total Sinking Funds			4,006,346 56			3,539,810 98
Total Assets			$107,322,178 61			$107,052,062 12

LIABILITIES						
FUNDED DEBT						
India Basin bonds issued and outstanding	.....	$853,000 00	.....	.....	$853,000 00	.....
Second San Francisco Seawall Bonds issued and outstanding	.....	9,000,000 00	.....	.....	9,000,000 00	.....
Third San Francisco Seawall Bonds issued and outstanding	.....	9,450,000 00	.....	.....	9,450,000 00	.....
Total Funded Debt			$19,303,000 00	.....	.....	$19,303,000 00
CURRENT LIABILITIES						
CLAIMS PAYABLE						
San Francisco Harbor Improvement Fund	$86,543 84	.....	.....	$97,995 94	.....	.....
Third San Francisco Seawall Fund	3,894 12	$90,437 96	.....	117 00	$98,112 94	.....
Bond interest accrued	.....	386,060 00	.....	.....	386,060 00	.....
Federal Pension Fund and Special Depositors	.....	25,896 90	.....	.....	17,256 08	.....
Special Depositors—Cash Trust	.....	8,592 20	.....	.....	1,094 99	.....
Total Current Liabilities			510,987 06			502,524 01
Total Liabilities			$19,813,987 06			$19,805,524 01
Net Assets Over Liabilities			$87,508,191 55			$87,246,538 11
SURPLUS AND RESERVES						
SURPLUS FOR REPLACEMENT OF FACILITIES AND RETIREMENT OF BONDS						
Balance at beginning of period	.....	$8,252,971 03	.....	.....	$8,001,493 25	.....
Add net income for the period	$215,356 85	.....	.....	$88,363 89	.....	.....
Less prior year adjustments 1940—Add 1939	1,984 52	213,372 33	.....	163,113 89	251,477 78	.....
Balance in surplus end of period		$8,466,343 36	.....		$8,252,971 03	.....
RESERVES						
For depreciation	.....	15,213,899 84	.....	.....	15,215,120 84	.....
Accrued rental revenue under litigation	.....	56,580 00	.....	.....	27,060 00	.....
Total earned surplus and reserves	.....	$23,736,823 20	.....	.....	$23,495,151 87	.....
Property valuation surplus	.....	62,918,483 59	.....	.....	62,918,483 59	.....
Federal P.W.A. grants	.....	852,884 76	.....	.....	832,902 65	.....
Total Surplus and Reserves			$87,508,191 55			$87,246,538 11

BOARD OF STATE HARBOR COMMISSIONERS, FORT MASON TUNNEL ACCOUNT
ACCOUNT 1, SCHEDULE 1

ANALYSIS OF ACCOUNT SHOWING LIQUIDATION TO JUNE 30, 1940, OF THE COST OF THAT SECTION OF THE FORT MASON TUNNEL WITHIN THE CONFINES OF THE FORT MASON MILITARY RESERVATION IN ACCORDANCE WITH THE AGREEMENT BETWEEN THE BOARD OF STATE HARBOR COMMISSIONERS AND THE UNITED STATES GOVERNMENT

Excerpts from the agreement referred to:

Section 3. "That all freight of the United States, or freight originating or incident to any portion of the region to the east or west of Fort Mason passing through the tunnel shall pay, in addition to an equitable track and switching charge, a tunnel charge of $10.00 per car."

Section 5. "All tunnel charges shall be applied toward paying the cost of the work . . . including interest at 5 per cent per annum, and as soon as that sum has been paid said charges will cease and thereafter there shall be no further tunnel charges. If unforeseen or unusual conditions or accidents shall at any time make a further charge necessary or equitable, it shall be governed by additional regulations of the Secretary of War."

	COST	INTEREST CHARGES	TUNNEL TOLL CREDITS	BALANCE
Cost of that section of the tunnel within the confines of the Fort Mason Military Reservation—per Chief Engineer's figures at date of acceptance—October 22, 1914	$273,149 38			
June 30, 1915	.....	$9,446 42	$8,500 00	$274,095 80
June 30, 1916	.....	13,704 79	18,155 00	269,645 59
June 30, 1917	.....	13,482 28	14,705 00	268,422 87
June 30, 1918	.....	13,421 14	33,970 00	247,874 01
June 30, 1919	.....	12,393 70	40,340 00	219,927 71
June 30, 1920	.....	10,996 39	23,020 00	207,904 10
June 30, 1921	.....	10,395 20	28,304 00	189,995 30
June 30, 1922	.....	9,499 77	13,000 00	186,495 07
June 30, 1923	.....	9,324 75	10,010 00	185,809 82
June 30, 1924	.....	9,290 49	9,740 00	185,360 31
June 30, 1925	.....	9,268 02	12,520 00	182,108 33
June 30, 1926	.....	4,461 98	10,920 00	175,650 31
June 30, 1927	.....	8,737 42	8,920 00	175,467 73
June 30, 1928	.....	8,677 76	10,830 00	173,315 49
June 30, 1929	.....	8,621 41	8,840 00	173,096 90
June 30, 1930	.....	8,632 04	8,230 00	173,498 94
June 30, 1931	.....	8,608 48	9,520 00	172,587 42
June 30, 1932	.....	8,616 49	7,620 00	173,583 91
June 30, 1933	.....	8,673 03	9,210 00	173,046 94
June 30, 1934	.....	8,487 98	13,060 00	168,474 92
June 30, 1935	.....	8,253 56	13,610 00	163,118 48
June 30, 1936	.....	8,012 89	11,690 00	159,441 37
June 30, 1937	.....	7,755 31	15,830 00	151,366 68
June 30, 1938	.....	7,392 86	12,420 00	146,339 54
June 30, 1939	.....	7,120 65	13,740 00	139,720 19
June 30, 1940	.....	6,625 99	21,470 00	124,876 18
	$273,149 38	$239,900 80	$388,174 00	*$124,876 18

*The balance represents the amount shown on Statement of Status of Financial Accounts—Account 1.

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 1, SCHEDULE 2-A

SECOND SAN FRANCISCO SEAWALL SINKING FUND BALANCE SHEET
AS OF JUNE 30, 1940

INVESTMENTS AS FOLLOWS—BONDS	DATE OF ISSUE	RATE	NO. OF BONDS	PAR VALUE	AMOUNT
ASSETS					
San Francisco Harbor Improvement	7/2/11	4%	357	$1,000 00	$357,000 00
San Francisco Harbor Improvement	7/2/15	4%	335	1,000 00	335,000 00
Highways	7/3/11	4%	146	1,000 00	146,000 00
Highways	7/3/17	4½%	123	1,000 00	123,000 00
Highways	7/3/19	4½%	....	.....	.....
Highways	7/3/21	5¾%	5	1,000 00	5,000 00
Highways	11/3/21	5%	14	1,000 00	14,000 00
Highways	9/3/22	4¼%	39	1,000 00	39,000 00
Highways	5/3/23	4¼%	104	1,000 00	104,000 00
Highways	10/3/23	4¾%	134	1,000 00	134,000 00
Highways	5/3/24	4½%	83	1,000 00	83,000 00
India Basin	1/2/11	4%	17	1,000 00	17,000 00
Tenth Olympiad	1/2/29	4½%	7	1,000 00	7,000 00
Parks	1/2/29	3¼%	2	1,000 00	2,000 00
Parks	1/2/29	4%	28	1,000 00	28,000 00
Sacramento State Buildings	7/2/15	4%	256	500 00	128,000 00
State and University Buildings	1/2/27	4¼%	66	1,000 00	66,000 00
State and University Buildings	1/2/27	4½%	113	1,000 00	113,000 00
University Buildings	1/5/15	4½%	30	1,000 00	30,000 00
Veteran's Welfare	2/1/24	4½%	....	.....	.....
Veteran's Welfare	5/1/25	4½%	....	.....	.....
Veteran's Welfare	2/1/27	4½%	5	1,000 00	5,000 00
Veteran's Welfare	6/1/27	4¼%	2	1,000 00	2,000 00
Veteran's Welfare	2/1/28	4%	27	1,000 00	27,000 00
Veteran's Welfare	5/1/28	4%	1	1,000 00	1,000 00
Veteran's Welfare	10/1/28	4¼%	13	1,000 00	13,000 00
Veteran's Welfare	2/1/31	4¼%	9	1,000 00	9,000 00
Veteran's Welfare	6/1/31	4%	18	1,000 00	18,000 00
Veteran's Welfare	10/1/31	4%	5	1,000 00	5,000 00
Veteran's Welfare	12/1/31	4½%	76	1,000 00	76,000 00
Veteran's Welfare	4/1/32	4½%	10	1,000 00	10,000 00
Veteran's Welfare	6/1/35	3%	10	1,000 00	10,000 00
Total bonds at par					$1,907,000 00
Add—					
Premiums paid				$243,630 71	
Accrued interest paid				14,701 35	
Total				$258,332 06	
Less discounts				4,974 24	253,357 82
Total					$2,160,357 82
Cash on hand					182,245 16
Total Assets					$2,342,602 98
LIABILITIES					
Bond interest payable July 2, 1940					180,000 00
Net Sinking Fund Assets June 30, 1940					$2,162,602 98

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 1, SCHEDULE 2-B

STATEMENT OF THE SECOND SAN FRANCISCO SEAWALL SINKING FUND TRANSACTIONS FROM JULY 1, 1938, TO JUNE 30, 1940

Sinking Fund balance July 1, 1938				$180,452 27
ACCRETIONS TO SINKING FUND				
Cash transferred from Harbor Improvement Fund—				
For bond interest			$720,000 00	
For bond redemptions			321,428 56	
				1,041,428 56
Bonds matured and redeemed				26,000 00
Interest earned on securities				140,958 75
Total accretions and balance				$1,388,839 58
DISBURSEMENTS FROM SINKING FUND				
Bond interest paid			$720,000 00	
Security investments at par		$403,500 00		
Add—				
Premiums paid	$80,408 95			
Accrued interest paid	2,685 47			
Total	$83,094 42			
Less discounts		83,094 42		
Net disbursements for investments			486,594 42	
Total disbursements				1,206,594 42
Balance June 30, 1940				$182,245 16

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 1, SCHEDULE 3-A

THIRD SAN FRANCISCO SEAWALL SINKING FUND BALANCE SHEET
AS OF JUNE 30, 1940

INVESTMENTS AS FOLLOWS—BONDS	DATE OF ISSUE	RATE	NO. OF BONDS	PAR VALUE	AMOUNT
ASSETS					
San Francisco Harbor Improvement	7/2/11	4%	128	$1,000 00	$128,000 00
San Francisco Harbor Improvement	7/2/15	4%	369	1,000 00	369,000 00
Highways	7/3/11	4%	56	1,000 00	56,000 00
Highways	7/3/17	4½%	70	1,000 00	70,000 00
Highways	11/3/21	5%	2	1,000 00	2,000 00
Highways	9/3/22	4¼%	19	1,000 00	19,000 00
Highways	5/3/23	4¼%	41	1,000 00	41,000 00
Highways	10/3/23	4¾%	84	1,000 00	84,000 00
Highways	5/3/24	4½%	69	1,000 00	69,000 00
Parks	1/2/29	4%	6	1,000 00	6,000 00
Parks	1/2/29	4¼%	6	1,000 00	6,000 00
Parks	1/2/29	4½%	1	1,000 00	1,000 00
Tenth Olympiad	1/2/29	4½%	20	1,000 00	20,000 00
Sacramento State Buildings	7/2/15	4%	148	500 00	74,000 00
San Francisco State Buildings	7/2/15	4%	1	1,000 00	1,000 00
State and University Buildings	1/2/27	4¼%	24	1,000 00	24,000 00
State and University Buildings	1/2/27	4½%	37	1,000 00	37,000 00
University Buildings	1/5/15	4½%	9	1,000 00	9,000 00
Veteran's Welfare	5/1/28	4%	1	1,000 00	1,000 00
Veteran's Welfare	2/1/31	4¼%	2	1,000 00	2,000 00
Veteran's Welfare	6/1/31	4%	16	1,000 00	16,000 00
Veteran's Welfare	12/1/31	4½%	3	1,000 00	3,000 00
Veteran's Welfare	4/1/32	4½%	7	1,000 00	7,000 00
Total bonds at par					$1,045,000 00
Add—					
Premiums paid				$176,495 89	
Accrued interest paid				8,889 18	
Total				$185,385 07	
Less discounts				06	185,385 01
Total					$1,230,385 01
Cash on hand					198,456 52
Total Assets					$1,428,841 53
LIABILITIES					
Bond interest payable July 2, 1940					189,000 00
Net Sinking Fund Assets June 30, 1940					$1,239,841 53

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 1, SCHEDULE 3-B

STATEMENT OF THIRD SAN FRANCISCO SEAWALL SINKING FUND TRANSACTIONS FROM JULY 1, 1938, TO JUNE 30, 1940

Sinking Fund balance July 1, 1938				$190,065 34
ACCRETIONS TO SINKING FUND				
Cash transferred from Harbor Improvement Fund—				
For bond interest			$756,000 00	
For bond redemptions			340,031 08	
				1,096,031 08
Interest earned on securities				70,378 75
Total accretions and balance				$1,356,475 17
DISBURSEMENTS FROM SINKING FUND				
Bond interest paid			$756,000 00	
Security investments at par		$333,000 00		
Add—				
Premiums paid	$66,388 78			
Accrued interest paid	2,629 87			
Total	$69,018 65			
Less discounts		69,018 65		
Net disbursements for investments			402,018 65	
Total disbursements				1,158,018 65
Balance June 30, 1940				$198,456 52

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 1, SCHEDULE 4-A

INDIA BASIN SINKING FUND BALANCE SHEET AS OF JUNE 30, 1940

INVESTMENTS AS FOLLOWS—BONDS	DATE OF ISSUE	RATE	NO. OF BONDS	PAR VALUE	AMOUNT
ASSETS					
San Francisco Harbor Improvement	7/2/11	4%	20	$1,000 00	$20,000 00
San Francisco Harbor Improvement	7/2/15	4%	38	1,000 00	38,000 00
Highways	7/3/11	4%	17	1,000 00	17,000 00
Highways	7/3/17	4½%	10	1,000 00	10,000 00
Highways	7/3/21	5¾%	1	1,000 00	1,000 00
Highways	11/3/21	5%	1	1,000 00	1,000 00
Highways	9/3/22	4¼%	2	1,000 00	2,000 00
Highways	5/3/23	4¼%	14	1,000 00	14,000 00
Highways	10/3/23	4¾%	9	1,000 00	9,000 00
Highways	5/3/24	4½%	17	1,000 00	17,000 00
Indian Basin	1/2/11	4%	3	1,000 00	3,000 00
Tenth Olympiad	1/2/29	4½%	1	1,000 00	1,000 00
Parks	1/2/29	4%	3	1,000 00	3,000 00
Sacramento State Buildings	7/2/15	4%	26	500 00	13,000 00
State and University Buildings	1/2/27	4¼%	4	1,000 00	4,000 00
State and University Buildings	1/2/27	4½%	12	1,000 00	12,000 00
University Buildings	1/5/15	4½%	5	1,000 00	5,000 00
Veteran's Welfare	2/1/28	4%	3	1,000 00	3,000 00
Veteran's Welfare	10/1/28	4¼%	9	1,000 00	9,000 00
Veteran's Welfare	2/1/31	4¼%	2	1,000 00	2,000 00
Veteran's Welfare	6/1/31	4%	3	1,000 00	3,000 00
Veteran's Welfare	10/1/31	4%	3	1,000 00	3,000 00
Veteran's Welfare	12/1/31	4½%	2	1,000 00	2,000 00
Total bonds at par					$192,000 00
Add—					
Premiums paid				$24,021 70	
Accrued interest paid				1,620 36	
Total				$25,642 06	
Less discounts				489 11	25,152 95
Total					$217,152 95
Cash on hand					17,749 10
Total Assets					$234,902 05
LIABILITIES					
Bond interest payable July 2, 1940					17,060 00
Net Sinking Fund Assets June 30, 1940					$217,842 05

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 1, SCHEDULE 4-B

STATEMENT OF INDIA BASIN SINKING FUND TRANSACTIONS
FROM JULY 1, 1938, TO JUNE 30, 1940

Sinking Fund balance July 1, 1938				$18,762 01
ACCRETIONS TO SINKING FUND				
Cash transferred from Harbor Improvement Fund—				
For bond interest			$68,240 00	
For bond redemptions			30,419 02	
				98,659 02
Bonds matured and redeemed				1,000 00
Interest earned on securities				14,230 00
Total accretions and balance				$132,651 03
DISBURSEMENTS FROM SINKING FUND				
Bond interest paid			$68,240 00	
Security investments at par		38,000 00		
Add—				
Premiums paid	$8,388 08			
Accrued interest paid	273 85			
Total	$8,661 93			
Less discounts		8,661 93		
Net disbursements for investments			46,661 93	
Total disbursements				114,901 93
Balance June 30, 1940				$17,749 10

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 1, SCHEDULE 5

COMPARATIVE STATEMENT OF PROPERTY AND EQUIPMENT AS OF JUNE 30, 1940, AND JUNE 30, 1939

	UNIT NUMBER	FISCAL YEAR ENDED JUNE 30, 1940	FISCAL YEAR ENDED JUNE 30, 1939
LAND			
SEAWALL LOTS AND OTHER LANDS			
Seawall lot	300	$1 00	$1 00
Seawall lot	301	67,500 00	67,500 00
Seawall lot	302	131,250 00	131,250 00
Seawall lot	303	199,875 00	199,875 00
Seawall lot	311	200,000 00	200,000 00
Seawall lot	312	25,000 00	25,000 00
Seawall lot	313	120,000 00	120,000 00
Seawall lot	314	110,000 00	110,000 00
Seawall lot	315	150,000 00	150,000 00
Seawall lot	316	50,000 00	50,000 00
Seawall lot	317	325,000 00	325,000 00
Seawall lot	318	145,000 00	145,000 00
Seawall lot	319	25,000 00	25,000 00
Seawall lot	320	28,500 00	28,500 00
Seawall lot	321	262,500 00	262,500 00
Seawall lot	322	440,000 00	440,000 00
Seawall lot	323	20,000 00	20,000 00
Seawall lot	324	300,000 00	300,000 00
Seawall lot	325	505,000 00	505,000 00
Seawall lot	326	25,000 00	25,000 00
Seawall lot	327	96,888 18	96,888 18
Seawall lot	328	107,176 00	107,176 00
Seawall lot	329	51,180 50	51,180 50
Seawall lot	330	342,275 50	342,275 50
Seawall lot	331	51,187 50	51,187 50
Seawall lot	332	366,727 50	366,727 50
Seawall lot	333	397,399 50	397,399 50
Seawall lot	334	489,865 50	489,865 50
Seawall lot	335	69,414 00	69,414 00
Seawall lot	336	851,161 00	851,161 00
Seawall lot	337	2,302,690 50	2,302,690 50
Seawall lot	339	13,500 00	13,500 00
Seawall lot	340	610,000 00	610,000 00
Seawall lot	342	28,750 00	28,750 00
Seawall lot	343	16,546 24	16,546 24
Seawall lot, purchased	344	857,211 22	857,211 22
Seawall lot, Reclamation No. 1	344	16,978 82	16,978 82
Seawall lot, Reclamation No. 2	344	450,217 51	450,217 51
Clay and Merchant Streets	.....	150,000 00	150,000 00
Total seawall lots and other lands		$10,398,795 47	$10,398,795 47
Submerged lands inside of solid fill line	.....	4,914,598 95	4,914,598 95
Submerged lands outside of solid fill line	.....	28,875,957 90	28,875,957 90
Reclaimed lands in El Embarcadero	.....	31 00	31 00
Submerged lands in all other streets	.....	37 00	37 00
Total land		$44,189,420 32	$44,189,420 32

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 1, SCHEDULE 5 (Continued)

COMPARATIVE STATEMENT OF PROPERTY AND EQUIPMENT AS OF JUNE 30, 1940, AND JUNE 30, 1939

	UNIT NUMBER	FISCAL YEAR ENDED JUNE 30, 1940	FISCAL YEAR ENDED JUNE 30, 1939
BUILDINGS AND STRUCTURES			
PIER AND WHARF SUBSTRUCTURES			
Substructure	1	$322,575 05	$322,575 05
Substructure	3	285,272 17	285,272 17
Substructure	(New) 5	1,822 74	1,822 74
Substructure	(Old) 5	105,960 42	105,960 42
Substructure	7	106,602 30	106,602 30
Substructure	9	510,862 91	510,862 91
Substructure	14	244,865 66	244,865 66
Substructure	15	464,798 30	464,798 30
Substructure	16	286,696 63	286,696 63
Substructure	17	349,661 52	349,661 52
Substructure	18	283,243 48	283,243 48
Substructure	19	516,208 03	516,208 03
Substructure	20	216,463 94	216,463 94
Substructure	22	274,284 98	274,284 98
Substructure	23	477,857 02	477,857 02
Substructure	24	276,457 53	276,457 53
Substructure	25	140,061 82	140,061 82
Substructure	26	874,787 75	874,787 75
Substructure	27	176,833 36	176,833 36
Substructure	28	555,033 94	555,033 94
Substructure	29	647,032 21	647,032 21
Substructure	30	969,817 82	969,817 82
Substructure	31	281,364 96	281,364 96
Substructure	32	844,281 40	844,281 40
Substructure	33	361,476 78	361,476 78
Substructure	34	277,923 82	277,923 82
Substructure	35	981,266 58	1,026,257 66
Substructure	36	362,257 59	362,735 27
Substructure	37	368,578 46	368,578 46
Substructure	38	515,935 77	515,935 77
Substructure	39	677,585 91	677,585 91
Substructure	40	481,964 03	481,964 03
Substructure	41	280,043 32	280,043 32
Substructure	42	239,780 04	239,780 04
Substructure	43	204,904 78	204,904 78
Substructure	44	302,524 73	302,524 73
Substructure	45	1,407,032 01	1,407,032 01
Substructure	46	261,342 61	261,342 61
Substructure	47	44,870 75	44,870 75
Substructure	48	888,342 97	888,342 97
Substructure	49	124,991 09	124,991 09
Substructure	50	750,576 27	750,576 27
Miscellaneous substructures	52	16,172 56	16,172 56
Substructure	54	344,904 25	344,904 25
State Products Terminal	56	837,462 24	837,462 24
Channel Street Wharf	58	17,012 30	17,012 30
Channel Street Wharf, south side	60	17,977 90	17,977 90
China Basin Wharf	62	21,221 11	21,221 11
Sixteenth Street Wharf, north side	64	57,474 65	57,474 65
Central Basin	66	39,296 08	39,296 08
Substructure	68	14 00	14 00
Nineteenth and Twenty-fourth Streets Wharf	70	4 00	4 00
North Islais Creek, East Third Street	86	1 00	1 00
Islais Creek, south side, west of Third Street	88	86,431 57	86,431 57
Islais Creek Grain Terminal	90	244,022 55	244,022 55
Islais Creek, south side, east of Third Street	92	250,692 71	250,692 71
Substructures	344	555 20	555 20
Total pier and wharf substructures		$19,677,485 57	$19,722,954 33

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 1, SCHEDULE 5 (Continued)

COMPARATIVE STATEMENT OF PROPERTY AND EQUIPMENT AS OF JUNE 30, 1940, AND JUNE 30, 1939

	UNIT NUMBER	FISCAL YEAR ENDED JUNE 30, 1940	FISCAL YEAR ENDED JUNE 30, 1939
BUILDINGS AND STRUCTURES			
PIER AND WHARF SUPERSTRUCTURES			
Pier shed	1	$155,228 27	$155,228 27
Pier shed	3	122,276 55	122,276 55
Pier shed	5	39,196 48	39,108 59
Pier shed	7	71,739 01	71,739 01
Pier shed	9	169,516 40	169,516 40
Pier shed	14	122,201 48	122,201 48
Pier shed	15	143,252 74	143,252 74
Pier shed	16	106,935 08	106,935 08
Pier shed	17	84,803 59	84,803 59
Pier shed	18	121,444 26	121,444 26
Pier shed	19	169,516 39	169,516 39
Pier shed	20	54,632 49	54,632 49
Pier shed	22	98,067 73	97,904 83
Pier shed	(New) 23	146,163 34	146,163 34
Pier shed	24	130,752 85	130,752 85
Pier shed	25	57,841 69	57,841 69
Pier shed	26	195,541 32	195,541 32
Pier shed	27	40,456 67	40,456 67
Pier shed	28	131,767 26	131,767 26
Pier shed	29	174,727 07	174,052 07
Pier shed	30	234,824 15	234,824 15
Pier shed	31	91,357 75	91,357 75
Pier shed	32	203,767 64	203,767 64
Pier shed	33	115,942 40	115,942 40
Pier shed	34	23,903 60	23,903 60
Pier shed	35	314,910 43	269,919 35
Pier shed	36	57,049 87	57,049 87
Pier shed	37	153,381 01	153,381 01
Pier shed	38	193,558 40	193,558 40
Pier shed	39	94,618 83	94,618 83
Pier shed	40	159,802 26	159,802 26
Pier shed	41	112,151 25	112,151 25
Pier shed	42	88,900 13	88,900 13
Pier shed	43	5,584 83	5,584 83
Pier shed	44	127,484 18	127,484 18
Pier shed	45	416,757 70	417,321 28
Pier shed	46	136,662 57	126,085 09
Pier shed	48	256,638 73	256,638 73
Fishermen's Wharf, miscellaneous	49	10,334 65	10,334 65
Taylor Street Markets	49	12,300 01	12,300 01
Booth Fisheries	49	18,381 37	18,381 37
Barge Office, S.W. Lot C	49	12,744 80	12,744 80
Crab Fishermen's Building	49	8,864 39	8,864 39
Boat Builders' Shop	49	12,295 36	12,295 36
Borzonne Building	49	21,112 74	21,112 74
Fishermen's Grotto	49	8,454 02	8,454 02
Pier shed	50	213,127 67	213,127 67
Pier shed	52	1,545 60	2,109 00
Pier shed	54	63,620 45	63,620 45
State Products Terminal	56	460,444 25	460,444 25
Pier shed	58	273 00	273 00
Pier shed	62	1,406 81	1,406 81
Pier shed	64	339 39	339 39
Pier shed	90	249,709 35	249,384 07
State Refrigeration Terminal	156	317,958 16	312,680 06
Total pier and wharf superstructures		$6,536,268 42	$6,475,297 67

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 1, SCHEDULE 5 (Continued)

COMPARATIVE STATEMENT OF PROPERTY AND EQUIPMENT AS OF JUNE 30, 1940, AND JUNE 30, 1939

	UNIT NUMBER	FISCAL YEAR ENDED JUNE 30, 1940	FISCAL YEAR ENDED JUNE 30, 1939
BUILDINGS AND STRUCTURES			
FERRY SLIP SUBSTRUCTURES—			
Passenger ferry slip substructures	200	$133,788 57	$133,788 57
Passenger ferry slip substructures	201	20,363 56	20,363 56
Passenger ferry slip substructures	202	50,429 75	50,429 75
Passenger ferry slip substructures	203	49,611 54	49,611 54
Passenger ferry slip substructures	204	72,624 69	72,624 69
Passenger ferry slip substructures	205	107,362 34	107,362 34
Passenger ferry slip substructures	206	50,252 26	50,252 26
Passenger ferry slip substructures	207	131,500 96	131,500 96
Passenger ferry slip substructures	208	139,876 00	139,876 00
Passenger ferry slip substructures	209	118,080 94	118,080 94
Passenger ferry slip substructures	210	124,218 68	124,218 68
Passenger ferry slip substructures	250	334,991 95	334,991 95
Passenger ferry slip substructures	260	31,295 24	31,295 24
Passenger ferry slip substructures	261	62,375 82	62,375 82
Passenger ferry slip substructures	262	83,834 23	83,356 55
Passenger ferry slip substructures	263	125,979 22	125,979 22
Passenger ferry slip substructures	264	150,679 79	150,679 79
Total ferry slip substructures		$1,787,265 54	$1,786,787 86
FERRY SLIP SUPERSTRUCTURES—			
Passenger ferry slip superstructures	200	$34,946 02	$34,946 02
Passenger ferry slip superstructures	202	2,495 09	3,158 92
Passenger ferry slip superstructures	203	8,101 39	8,101 39
Passenger ferry slip superstructures	204	11,216 70	11,216 70
Passenger ferry slip superstructures	205	3,018 64	3,018 64
Passenger ferry slip superstructures	206	5,284 84	5,284 84
Passenger ferry slip superstructures	207	5,677 27	5,677 27
Passenger ferry slip superstructures	208	13,016 50	13,066 50
Passenger ferry slip superstructures	209	17,854 40	17,854 40
Passenger ferry slip superstructures	210	12,856 15	12,856 15
Passenger ferry slip superstructures	250	13,082 87	13,082 87
Total ferry slip superstructures		$127,549 87	$128,263 70
FERRY BUILDING GROUP—			
Main Ferry Building	275	$917,472 03	$916,869 62
Annex A	276	20,244 20	20,244 20
Annex B	277	113,906 86	113,906 86
Annex C	278	270,293 53	270,293 53
Viaduct over Embarcadero	279	36,556 44	36,556 44
Embarcadero Subway	280	289,802 60	289,802 60
Total Fery Building group		$1,648,275 66	$1,647,673 25
BUILDINGS ON SEAWALL LOTS—			
Buildings	211	$96 02	$96 02
Buildings	331	7,534 57	. . . . .
Cotton Terminal	336	256,614 49	264,055 60
Fish Meal Warehouse	339	47,987 20	47,987 20
Pile Boom	344	9,285 22	17,507 45
Boiler House	344	17,507 45	9,285 22
Total buildings on seawall lots		$339,024 95	$338,931 49

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 1, SCHEDULE 5 (Continued)

COMPARATIVE STATEMENT OF PROPERTY AND EQUIPMENT AS OF JUNE 30, 1940, AND JUNE 30, 1939

	UNIT NUMBER	FISCAL YEAR ENDED JUNE 30, 1940	FISCAL YEAR ENDED JUNE 30, 1939
BUILDINGS AND STRUCTURES			
Street Lighting Systems	.....	$42,351 69	$42,351 69
Underground Conduits—Electrical	.....	136,865 89	136,865 89
Seawalls—			
Rock Breakwater	368	$169,279 33	$169,279 33
Seawall, Section B	369	210,379 96	210,379 96
Seawall, Section A	370	188,403 33	188,403 33
Seawall, Section 1	371	354,533 21	354,533 21
Seawall, Section 2	372	358,654 23	358,654 23
Seawall, Section 3	373	473,237 95	473,237 95
Seawall, Section 4	374	443,975 47	443,975 47
Seawall, Section 5	375	319,102 87	319,102 87
Seawall, Section 6	376	308,301 86	308,301 86
Seawall, Section 7	377	809,561 10	809,561 10
Seawall, Section 8-8A-8B	378	1,295,500 22	1,295,500 22
Seawall, Section 9-9A-9B	379	1,521,697 06	1,521,697 06
Seawall, Section 10	380	82,735 80	82,735 80
Seawall, Section 11-11A	381	195,451 86	195,451 86
Seawall, Section 12	382	211,294 97	211,294 97
Seawall, Section 13	383	318,916 28	318,916 28
Seawall, Section 14	384	412,789 32	412,789 32
Seawall, Section 15	385	344,283 87	344,283 87
Seawall, Section 16	386	260,771 10	260,771 10
Total seawalls		$8,278,869 79	$8,278,869 79
Street Improvements, Embarcadero—			
Pavement Embarcadero, Section B	369	$44,341 64	$44,341 64
Pavement Embarcadero, Section A	370	25,238 39	25,238 39
Pavement Embarcadero, Section 1	371	56,311 62	55,797 84
Pavement Embarcadero, Section 2	372	35,140 46	35,140 46
Pavement Embarcadero, Section 3	373	40,515 96	40,515 96
Pavement Embarcadero, Section 4	374	47,705 24	47,705 24
Pavement Embarcadero, Section 5	375	54,730 62	54,730 62
Pavement Embarcadero, Section 6	376	56,432 74	56,432 74
Pavement Embarcadero, Section 7	377	83,950 17	83,950 17
Pavement Embarcadero, Section 8-8A-8B	378	93,664 31	93,664 31
Pavement Embarcadero, Section 9-9A-9B	379	190,336 85	190,336 85
Pavement Embarcadero, Section 10	380	30,194 33	30,194 33
Pavement Embarcadero, Section 11-11A	381	43,281 05	43,281 05
Pavement Embarcadero, Section 12	382	84,508 11	84,508 11
Pavement Embarcadero, Section 13-13A	383	47,873 89	47,873 89
Pavement Embarcadero, Section 14	384	19,100 44	19,100 44
Pavement Embarcadero, Section 15	385	6,231 74	6,231 74
Pavement Embarcadero, Section 16	386	2,789 31	2,789 31
Total improvements, Embarcadero		$962,346 87	$961,833 09

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 1, SCHEDULE 5 (Continued)

COMPARATIVE STATEMENT OF PROPERTY AND EQUIPMENT AS OF JUNE 30, 1940, AND JUNE 30, 1939

	UNIT NUMBER	FISCAL YEAR ENDED JUNE 30, 1940	FISCAL YEAR ENDED JUNE 30, 1939
BUILDINGS AND STRUCTURES			
STREET IMPROVEMENTS ON OTHER STREETS—			
Pavement, Fishermen's Wharf	49	$4,948 92	$4,948 92
Pavement, Taylor Street	49	1,761 00	1,761 00
Pavement, Third Street	56	3,782 77	3,782 77
Pavement, Sixteenth Street Water Main	66	1,523 42	1,523 42
Pavement, Jefferson Street	300	814 22	814 22
Pavement, Taylor Street	301	1,741 00	1,741 00
Pavement, Jefferson Street near Hyde Street	303	14,264 26	14,264 26
Pavement, Beach and Powell Streets	311	9,856 41	9,856 41
Pavement, Beach and Stockton Streets	312	4,633 45	4,633 45
Pavement, Grant Avenue and North Point Street	313	9,214 41	9,214 41
Pavement, Grant Avenue and Kearny and Bay Streets	314	7,322 16	7,322 16
Pavement, Bay, Francisco and Montgomery Streets	315	5,402 29	5,402 29
Pavement, Francisco and Montgomery Streets	316	2,493 22	2,493 22
Pavement, Sansome, Montgomery, Francisco and Chestnut Streets	317	8,679 02	8,679 02
Pavement, Sansome, Lombard and Chestnut Streets	318	5,816 31	5,816 31
Pavement, Battery and Greenwich Streets	319	2,727 96	2,727 96
Pavement, Front and Union Streets	320	2,685 18	2,685 18
Pavement, Front and Green Streets	321	5,772 07	5,772 07
Pavement, Green, Front and Vallejo Streets	322	10,786 91	10,786 91
Pavement, Vallejo and Davis Streets	323	2,428 85	2,428 85
Pavement, Vallejo, Davis and Broadway	324	8,726 83	8,726 83
Pavement, Pacific, Davis and Broadway	325	10,722 49	10,722 49
Pavement, Pacific Street	326	2,250 46	2,250 46
Pavement, Folsom and Steuart Streets	327	3,181 34	3,181 34
Pavement, Spear Street	328	11,019 65	11,019 65
Pavement, Bryant Street	329	8,191 11	8,191 11
Pavement, Beale Street, Main and Bryant Streets	330	20,361 14	20,361 14
Pavement, Fremont and Brannan Streets	331	4,523 01	4,523 01
Pavement, Brannan and First Streets	332	29,390 22	29,390 22
Pavement, King, Gale and Townsend Streets	333	7,664 39	7,664 39
Pavement, King, Second and Berry Streets	334	20,254 16	20,254 16
Pavement, Berry Street	335	3,198 75	3,198 75
Pavement, Berry Street	336	17,718 95	17,718 95
Pavement, Third and Fourth Streets	337	32,453 62	32,453 62
Pavement, Sixteenth and Illinois Streets	340	17,796 11	17,796 11
Pavement, Illinois Street	343	21,600 00	21,600 00
Pavement, Third Street	344	3,600 00	4,618 27
Total street improvements on other streets		$329,306 06	$330,324 33
STREET IMPROVEMENTS ON SEAWALL LOTS—			
Pavement on lot	300	$2,205 84	$2,205 84
Pavement on lot	301	4,192 41	4,192 41
Pavement on lot	302	2,249 80	2,249 80
Pavement on lot	321	2,301 73	2,301 73
Water line on seawall lot	344	1,745 84	. . . . .
Total street improvements on seawall lots		$12,695 62	$10,949 78

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 1, SCHEDULE 5 (Continued)

COMPARATIVE STATEMENT OF PROPERTY AND EQUIPMENT AS OF JUNE 30, 1940, AND JUNE 30, 1939

	UNIT NUMBER	FISCAL YEAR ENDED JUNE 30, 1940	FISCAL YEAR ENDED JUNE 30, 1939
BUILDINGS AND STRUCTURES			
BELT RAILROAD—			
Third Street Bridge	.....	$316,964 49	$316,964 49
Tracks and Paving	.....	1,177,805 27	1,064,930 65
Fort Mason Tunnel	.....	52,802 21	52,802 21
Round House	.....	61,608 19	61,603 60
Fuel and Sand Station	.....	27,507 03	27,507 03
Garage	.....	237 57	237 57
Platform Lot 1	.....	2,772 61	2,772 61
Office Building Lot 9	.....	500 00	500 00
Office Building and Platform Lot 5	.....	4,341 87	4,341 87
Shed and Platform Lot 11	.....	2,926 30	2,926 30
Shed and Platform Lot 12	.....	10,295 64	10,295 64
Tool and Oil House Lot 331	.....	184 68	184 68
Total Belt Railroad		$1,657,945 86	$1,545,066 65
Total buildings and structures		$41,536,251 79	$41,406,169 52
EQUIPMENT			
3-1 Office Administration Communication			
Total 3-1-1 office furniture and equipment	.....	$35,731 77	$34,762 95
Total 3-1-2 office machines and mechanical equipment	.....	$17,653 41	$17,111 94
3-2 Transportation			
Total 3-2-1 motor vehicles	.....	$42,525 42	$46,574 37
Total 3-2-3 steam railroad equipment	.....	$239,681 78	$233,443 92
Total 3-2-4 floating equipment	.....	$56,134 50	$58,335 69
Total 3-2-5 other transportation equipment	.....	$916 08	$1,510 55
3-3 Subsistence of Persons			
Total 3-3-1 food preparing and serving equipment	.....	$79 75	$79 75
Total 3-3-3 household furniture and equipment	.....	$247 92	$339 31
Total 3-3-5 other equipment	.....	$31 68	$31 68
3-4 Care and treatment of persons injured			
Total 3-4-1 care and treatment of persons injured Belt Railroad	.....	$1 00	$1 00
3-5 Education and scientific work			
Total 3-5-1 library stock	.....	$1,200 36	$1,200 36
Total 3-5-4 laboratory equipment—measuring, surveying and testing equipment	.....	$7,059 88	$7,032 86
Total 3-5-7 other scientific and educational equipment	.....	$34 60	$34 60
3-6 Construction, maintenance and protection of property			
Total 3-6-2 equipment for concrete, masonry and roadway surfacing	.....	$306 35	$306 35
Total 3-6-3 machine shop and metal working equipment and tools	.....	$9,409 97	$9,415 16
Total 3-6-4 woodworking machinery and carpentering tools	.....	$19,004 74	$18,277 99
Total 3-6-5 painting equipment	.....	$1,833 02	$2,177 39
Total 3-6-6 highway maintenance and construction equipment not otherwise specified	.....	$20,499 22	$20,499 22
Total 3-6-7 fire fighting equipment	.....	$24,025 92	$24,243 35
Total 3-6-8 lawn mowers and landscaping equipment	.....	$16 85	$16 85
Total 3-6-9 equipment for construction, maintenance and protection of property, not otherwise specified	.....	$411,403 27	$411,501 05
Equipment adjustment control account	.....	.....	−32 50
Total equipment		$887,797 49	$886,863 84
Grand total		$86,613,469 60	$86,482,453 68

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 1, SCHEDULE 6

SUMMARY STATEMENT OF PROPERTY AND EQUIPMENT ACQUIRED DURING FISCAL YEARS 1939-1940 AND 1938-1939 FROM VARIOUS FUNDS; AND RETIREMENTS, LOSSES, GIFTS, TRANSFERS AND ADJUSTMENTS FOR THE SAME PERIOD

	JULY 1, 1939, TO JUNE 30, 1940			JULY 1, 1938, TO JUNE 30, 1939		
Acquisitions from revenue funds						
Land	.....	.....	.....	.....	.....	.....
Buildings and structures	.....	$12,447 74	.....	.....	$216,609 53	.....
Equipment	.....	10,582 40	.....	.....	21,244 00	.....
Total acquisitions from revenue funds			$23,030 14			$237,853 53
Acquisitions from bond funds and PWA funds						
Third Seawall Fund (includes PWA funds)						
Buildings and structures	.....	$118,759 96	.....	.....	$223,854 87	.....
Total acquisitions from bond funds and PWA funds			118,759 96			223,854 87
Total acquisitions			$141,790 10			$461,708 40
Deduct						
Retirements, losses and gifts						
Land	.....	.....	.....	.....	$317,300 00	.....
Buildings and structures	$2,346 43	.....	.....	$875,591 26	.....	.....
Less depreciation accumulated in prior years	1,221 00	1,125 43	.....	546,170 33	329,420 93	.....
Equipment		10,743 86	.....		18,886 20	.....
Total retirements, losses and gifts		$11,869 29	.....		$665,607 13	.....
Transfers and adjustments						
Equipment	.....	.....	.....	$49,551 31	.....	.....
Total transfers and adjustments	.....	.....	.....		49,551 31	.....
Total deductions	.....	.....	11,869 29			715,158 44
			$129,920 81			–$253,450 04
Add						
Transfers, recoveries, and adjustments						
Equipment	.....	$1,095 11	.....	.....	$131 05	.....
Buildings and structures	.....	.....	.....	.....	48,833 76	.....
Total transfers, recoveries, and adjustments			1,095 11			48,964 81
Property and equipment increase June 30, 1940, and decrease June 30, 1939			$131,015 92			–$204,485 23

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 2

COMPARATIVE STATEMENT OF INCOME AND EXPENSE FOR THE FISCAL YEAR ENDED JUNE 30, 1940, AND JUNE 30, 1939

	FISCAL YEAR ENDED JUNE 30, 1940			FISCAL YEAR ENDED JUNE 30, 1939		
REVENUE						
OPERATING						
Dockage	$197,818 50			$217,636 90		
Tolls	846,312 49			628,339 24		
Wharf demurrage	157,421 18			166,341 27		
Rentals	1,005,010 35			1,049,182 85		
BELT RAILROAD						
Switching	280,251 80			279,159 45		
Car storage	4,761 00			5,472 00		
Team track rental	957 50			1,112 50		
Crane and other equipment rental	22 50			142 50		
Sunday switching	1,530 00			935 00		
Other revenue	3,505 62			3,547 41		
Hire of freight cars—credit	3,888 00			4,044 00		
Total Operating Revenue	$2,501,478 94			$2,355,913 12		
Less Refunds and Allowances	67,409 33			26,133 76		
Total Net Operating Revenue		$2,434,069 61			$2,329,779 36	
NONOPERATING						
Overhead credit account	$5,367 50			$5,385 44		
Power service and current sales	29,579 26			28,878 94		
Cash discount earned	2,155 09			2,693 61		
Interest earned	6,625 99			7,120 65		
Rental equipment	2,890 04			2,216 50		
Miscellaneous	2,313 35			1,745 36		
Laboratory service	253 03			3,002 20		
Total Nonoperating Revenue		49,184 26			51,042 70	
Total Revenue			$2,483,253 87			$2,380,822 06

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 2—Continued

COMPARATIVE STATEMENT OF INCOME AND EXPENSE FOR THE FISCAL YEAR ENDED JUNE 30, 1940, AND JUNE 30, 1939

	ASSETS			REVENUE		
EXPENSE						
Administration	$160,445 89			$175,785 96		
Port Operating	501,781 83			478,358 84		
Port Maintenance	5_0,467 70			597,727 71		
Belt Railroad:						
Maintenance of way, structures and equipment	102,973 62			112,286 53		
Conducting transportation	236,555 90			229,744 02		
Administration	23,972 21			25,435 31		
Total Expense			1,616,197 15			1,619,338 37
Net Income From All Operations			$867,056 72			$761,483 69
ADDITIONS						
Fire losses	$516 50					
Interest earnings from sinking funds	120,596 25			$104,971 25		
Total Additions			121,112 75			104,971 25
Total			$988,169 47			$866,454 94
DEDUCTIONS						
Bond interest and discount	$772,120 00			$772,120 00		
Uncollectible accounts receivable	692 62			5,231 47		
Fire profit and loss				739 58		
Total Deductions			772,812 62			778,091 05
Surplus to accumulated excess income for replacement of facilities and retirement of bonds			$215,356 85			$88,363 89

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 2, SCHEDULE 1

COMPARATIVE STATEMENT OF ANALYSIS OF INCOME FROM OPERATIONS FOR THE FISCAL YEARS ENDED JUNE 30, 1940, AND JUNE 30, 1939

Account Number	Totals		Rentals		Dockage		Tolls		Wharf demurrage	
	1940	1939	1940	1939	1940	1939	1940	1939	1940	1939
BELT RAILROAD										
Switching . . .	$280,251 80	$279,159 45	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Car storage . . .	4,761 00	5,472 00	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Team track rental	957 50	1,112 50	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Crane and other equipment rental	22 50	142 50	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Sunday switching service	1,530 00	935 00	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Other revenue . .	3,505 62	3,547 41	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hire freight cars—Credit	3,888 00	4,044 00	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Total Operating Revenue . .	$2,501,478 94	$2,355,913 12	$1,005,010 35	$1,049,182 85	$197,818 50	$217,636 90	$846,312 49	$628,339 24	$157,421 18	$166,341 27

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 2, SCHEDULE 1 (Continued)

COMPARATIVE STATEMENT OF ANALYSIS OF INCOME FROM OPERATIONS FOR THE FISCAL YEARS ENDED JUNE 30, 1940, AND JUNE 30, 1939

Account number	Totals		Rentals		Dockage		Tolls		Wharf demurrage	
	1940	1939	1940	1939	1940	1939	1940	1939	1940	1939
Pier 1	$20,999 34	$13,176 05	$14,951 41	$9,721 95	$2,516 35	$2,117 25	$3,531 58	$1,336 85	.....	.....
Pier 3	27,493 52	26,879 63	14,980 32	14,960 73	6,701 70	8,373 90	5,799 00	3,545 00	$12 50	.....
Pier 5	18,122 80	17,489 85	11,853 32	12,205 80	3,973 70	3,916 30	2,266 65	1,352 75	29 13	$15 00
Pier 7	19,981 08	17,860 50	12,110 06	11,427 28	5,245 90	4,887 10	2,567 11	1,545 24	58 01	88
Pier 9	30,782 85	13,720 53	13,178 96	3,487 38	3,782 00	3,628 50	12,784 66	5,601 47	1,037 23	1,003 18
Pier 14	46,568 78	46,645 03	45,392 88	45 395 28	1,141 05	1,217 90	34 85	31 85	.....	.....
Pier 15	23,106 45	21,387 91	10,711 08	10,917 72	1,511 95	1,907 70	9,639 99	7,952 49	1,243 43	610 00
Pier 16	17,797 47	14,181 70	8,412 48	8,880 24	2,061 80	2,065 65	7,121 80	2,973 93	201 39	261 88
Pier 17	16,940 22	13,800 67	4,622 26	5,725 80	5,580 50	4,806 65	5,275 58	3,175 20	1,461 88	93 02
Pier 18	23,776 53	17,709 76	13,101 24	10,701 52	1,965 10	2,135 70	8,434 55	4,858 29	275 64	14 25
Pier 19	33,495 56	28,984 38	9,853 68	9,853 68	2,791 55	2,303 55	17,917 80	16,044 99	2,932 53	782 16
Pier 20	9,765 12	16,355 90	3,587 30	10,858 41	1,551 10	2,220 50	4,078 68	3,250 74	548 04	26 25
Pier 22	16,190 91	10,154 30	3,307 32	1,733 00	3,323 65	3,525 05	9,217 05	4,723 62	342 89	172 63
Pier 23	30,748 99	26,650 45	10,717 32	10,667 32	2,615 95	2,367 20	15,865 19	13,002 34	1,550 53	613 59
Pier 24	23,320 31	20,382 70	10,391 28	10,391 28	2,192 75	2,541 45	10,668 89	7,438 09	67 39	11 88
Pier 25	29,754 77	29,847 10	13,344 76	13,424 76	4,044 15	5,624 75	11,585 73	10,108 23	780 13	689 36
Pier 26	46,017 81	41,919 38	16,348 68	16,348 68	4,367 95	4,942 50	22,547 73	18,224 10	2,753 45	2,404 10
Pier 27	5,200 57	3,201 90	1,668 68	552 50	597 85	742 90	1,825 64	880 85	1,108 40	1,025 65
Pier 28	43,003 81	39,014 16	9,294 12	9,294 12	4,322 75	5,373 90	28,864 52	24,263 26	522 42	82 88
Pier 29	40,823 76	35,746 10	18,815 04	18,509 24	2,690 20	3,147 15	17,569 76	11,771 10	1,748 76	2,318 61
Pier 30	104,202 94	85,181 08	23,913 12	23,621 88	7,197 00	7,728 15	72,229 07	53,568 55	863 75	262 50
Pier 31	43,496 33	31,201 86	11,931 36	10,558 86	3,183 35	3,889 85	27,318 95	16,695 40	1,062 67	57 75
Pier 32	63,402 50	51,036 95	18,192 36	17,250 84	9,395 65	10,090 10	34,015 41	23,233 07	1,799 08	462 94
Pier 33	26,474 24	28,345 82	10,189 92	10,189 92	3,151 00	4,315 95	11,039 47	13,399 27	2,093 85	440 68
Pier 34	22,343 33	19,704 80	7,728 48	7,728 48	2,368 30	2,493 55	11,580 65	9,177 22	665 90	305 55
Pier 35	72,878 57	70,536 71	24,455 76	28,300 59	4,334 50	6,996 05	40,264 30	34,650 76	3,824 01	589 31
Pier 36	15,503 23	13,338 29	3,152 88	3,885 61	3,518 05	4,805 55	8,551 98	4,496 08	280 32	151 05
Pier 37	36,885 64	34,505 76	16,931 04	17,201 04	2,672 70	3,380 65	15,822 99	12,804 25	1,458 91	1,119 82
Pier 38	38,656 87	37,544 12	15,949 80	15,949 80	3,876 20	4,956 65	15,692 93	14,913 91	3,137 94	1,723 76
Pier 39	33,629 98	26,986 19	12,560 88	12,560 88	4,178 05	3,753 50	15,796 55	10,070 99	1,094 50	600 82
Pier 40	47,779 16	36,191 08	25,257 12	20,239 02	5,431 30	5,840 35	15,609 70	8,511 10	1,481 04	1,600 61
Pier 41	46,766 42	46,284 97	17,314 84	16,971 28	4,689 45	4,953 70	21,840 07	22,062 01	2,922 06	2,297 98
Pier 42	42,912 15	36,850 63	12,048 90	12,797 25	3,220 00	4,600 85	26,921 48	19,324 66	721 77	127 87
Pier 43	10,166 13	13,197 61	6,339 60	6,067 50	963 95	999 15	2,862 58	6,127 08	.....	3 88
Pier 44	49,143 77	38,510 98	17,567 04	17,912 36	2,412 65	3,602 35	26,120 53	16,243 76	3,043 55	752 51
Pier 45	44,967 02	40,842 10	1,114 76	1,209 12	5,862 80	5,595 75	25,131 39	19,004 54	12,858 07	15,032 69
Pier 46	27,266 11	19,390 29	6,676 80	1,686 00	2,669 65	4,434 10	17,086 86	12,894 39	832 80	375 80
Pier 47	2,135 64	2,100 00	2,135 64	2,100 00	.....	.....	.....	.....	.....	.....

Pier 48	56,652 51	37,086 84	19,774 90	13,177 42	5,417 75	3,808 50	30,080 16	18,387 52	1,379 70	1,713 40
Pier 49	51,742 35	50,668 99	23,353 26	21,889 64	25,196 65	25,335 30	3,192 44	3,444 05	.....	.....
Pier 50	30,374 15	22,781 05	2,236 60	8,123 59	4,872 80	3,525 65	22,868 03	10,628 48	396 72	503 33
Pier 52	1,631 39	.....	1,559 20	.....	41 15	.....	31 04	.....	.....	.....
Pier 54	19,896 41	17,757 96	4,150 00	3,201 00	3,036 50	4,105 45	9,043 32	5,291 12	3,666 59	5,160 39
Pier 56	28,981 86	35,263 82	1,501 08	6,090 36	4,746 70	6,798 25	14,545 03	12,585 92	8,189 05	9,789 29
Pier 58	1,830 00	1,980 00	1,830 00	1,980 00	.....	.....	.....	.....	.....	.....
Pier 60	20,955 66	19,019 24	62 95	69 00	5,759 90	6,365 35	15,126 43	12,572 39	6 38	12 50
Pier 62	780 00	880 50	780 00	880 50	.....	.....	.....	.....	.....	.....
Pier 64	6,915 24	6,955 24	6,915 24	6,955 24	.....	.....	.....	.....	.....	.....
Pier 66	44,428 99	40,253 95	7,217 40	7,217 40	7,622 00	7,523 00	29,589 59	25,508 42	.....	5 13
Pier 68	65 00	.....	65 00	.....	.....	.....	.....	.....	.....	.....
Pier 70	10,833 78	10,833 78	10,833 78	10,833 78	.....	.....	.....	.....	.....	.....
Pier 86	5,433 15	3,702 85	240 00	240 00	1,508 35	1,002 70	3,684 80	2,460 15	.....	.....
Pier 88	7,893 70	6,986 28	120 00	120 00	2,039 95	2,599 75	5,730 15	4,256 63	3 60	9 90
Pier 90	42,100 94	47,726 98	3,600 00	3,600 00	1,787 30	2,541 15	11,305 34	11,203 03	25,408 30	30,382 80
Pier 92	21,477 16	17,656 83	1,115 86	1,926 22	3,686 90	3,749 95	13,229 87	9,304 34	3,444 53	2,676 32
Pier 156	60,112 34	80,057 37	.....	.....	.....	.....	.....	.....	60,112 34	80,057 37
Ferry Slip 200	7,233 46	2,070 90	7,233 46	2,070 90	.....	.....	.....	.....	.....	.....
Ferry Slip 201	1,312 81	1,027 78	1,250 00	1,000 00	.....	.....	62 81	27 78	.....	.....
Ferry Slip 202	12,394 70	13,296 96	12,394 70	13,296 96	.....	.....	.....	.....	.....	.....
Ferry Slip 203	8,257 95	11,543 67	8,257 95	11,543 67	.....	.....	.....	.....	.....	.....
Ferry Slip 204	7,251 59	10,244 88	7,251 59	10,244 88	.....	.....	.....	.....	.....	.....
Ferry Slip 205	9,871 53	10,003 50	9,870 00	10,003 50	.....	.....	1 53	.....	.....	.....
Ferry Slip 206	781 08	5,911 74	781 08	5,911 74	.....	.....	.....	.....	.....	.....
Ferry Slip 207	615 00	400 00	615 00	400 00	.....	.....	.....	.....	.....	.....
Ferry Slip 208	2,100 00	11,335 33	2,100 00	2,100 00	.....	.....	.....	9,235 33	.....	.....
Ferry Slip 209	20,851 61	12,390 28	9,000 00	9,000 00	.....	.....	11,851 61	3,390 28	.....	.....
Ferry Slip 210	18,033 43	15,322 28	12,237 48	12,101 28	.....	.....	5,795 95	3,221 00	.....	.....
Ferry Slip 250	2,308 39	575 28	2,277 00	389 00	.....	.....	31 39	186 28	.....	.....
Ferry Slip 260	42,281 95	23,643 40	5,040 00	5,040 00	.....	.....	37,241 95	18,603 40	.....	.....
Ferry Slip 261	18,306 91	25,179 49	14,400 00	14,400 00	.....	.....	3,906 91	10,779 49	.....	.....
Ferry Slip 262	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ferry Slip 263	43,512 47	27,366 70	.....	.....	.....	.....	43,512 47	27,366 70	.....	.....
Ferry Slip 264	.....	629 50	.....	.....	.....	.....	.....	629 50	.....	.....
Ferry Building and annexes 275-278	146,571 54	197,560 84	146,571 54	197,560 84	.....	.....	.....	.....	.....	.....
Seawall Lots Nos. 300-344	182,161 39	181,864 05	182,161 39	181,864 05	.....	.....	.....	.....	.....	.....
Miscellaneous rent	14,607 37	20,773 33	14,607 37	20,773 33	.....	.....	.....	.....	.....	.....
Clay and Embarcadero	3,504 03	3,891 43	3,504 03	3,891 43	.....	.....	.....	.....	.....	.....
Total Port Revenue	$2,206,562 52	$2,061,500 26	$1,005,010 35	$1,049,182 85	$197,818 50	$217,636 90	$846,312 49	$628,339 24	$157,421 18	$166,341 27

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 2, SCHEDULE 2

COMPARATIVE STATEMENT OF EXPENDITURES FOR ADMINISTRATION, OPERATION, AND MAINTENANCE OF THE PORT; MAINTENANCE OF WAY AND STRUCTURES, MAINTENANCE OF EQUIPMENT, COST OF CONDUCTING TRANSPORTATION, AND ADMINISTRATION OF STATE BELT RAILROAD FOR THE FISCAL YEARS ENDED JUNE 30, 1940, AND JUNE 30, 1939

	ACCOUNT NUMBERS	FISCAL YEAR ENDING JUNE 30, 1940			FISCAL YEAR ENDING JUNE 30, 1939		
ADMINISTRATION							
Executives and Assistants	401	$28,488 46			$26,860 45		
Administrative Engineering	402	17,534 03			17,962 08		
Accounting	403	27,771 92			25,849 75		
General Office Expenses	404	44,638 25			44,672 59		
Chief Wharfinger's Office	405	5,461 13			5,263 68		
Law Department	406	5,101 57			6,550 14		
Traffic Department	407	2,619 30			6,263 90		
Laboratory	408	3,977 12			6,077 05		
Preliminary Engineering	409	21 30			28 55		
Advertising and Publicity	410	6,018 13			14,896 76		
Office Housing	411						
Stationery and Printing	412	5,083 50			7,382 91		
General Fund	413	13,731 18			13,978 10		
Total Administration				$160,445 89			$175,785 96
PORT OPERATING EXPENSES							
Total Piers and Wharves			$139,753 48			$160,190 42	
Total Fire Protection			149,767 51			90,103 84	
Total Public Welfare Service			24,068 46			22,330 70	
Total Street and Sanitation Service			6,836 59			7,228 26	
Total Electric Power System			29,612 90			30,410 74	
Total Automotive Equipment			10,719 48			11,502 21	
Total Ferry Building			75,481 76			89,502 21	
Total Undistributed Expense			65,541 65			67,090 46	
Total Port Operation				$501,781 83			$478,358 84

PORT MAINTENANCE								
Total Engineering			$16,402 11				$13,207 10	
Total General Superintendence			11,926 82				13,718 20	
Total Pier and Wharf Substructures			179,713 99				162,783 07	
Total Pier and Wharf Sheds			106,507 39				119,358 44	
Total Floats and Appurtenances			2,423 48				4,228 47	
Total Ferry Slip Substructures			3,766 82				5,121 31	
Total Dolphin Buildings			434 01				2,181 08	
Total Dredging			113,409 37				119,973 99	
Total Streets, Sewers and Seawall Lots			7,623 91				17,416 90	
Total Fire Protection			4,532 28				1,623 19	
Total Signs and Signals			2,521 46				2,304 32	
Total Underground Conduits and Piers			13,653 74				15,763 04	
Total Ferry Building			42,828 76				42,887 23	
Total Other Buildings			580 15				3,880 00	
Total Dredges, Tugs and Scows			31,434 82				16,160 44	
Total Pile Drivers and Derricks			1,356 25				4,380 28	
Total Launches			2,366 83				205 04	
Total Land Equipment			9,842 61				12,178 40	
Total Undistributed Expense			39,142 90				40,357 21	
Total Port Maintenance				$590,467 70				$597,727 71
Total Port Administration, Operation, and Maintenance				$1,252,695 42				$1,251,872 51
BELT RAILROAD								
Total Maintenance of Way and Structures			$50,646 32				$60,896 75	
Total Maintenance of Equipment			52,327 30				51,389 78	
Total Cost of Conducting Transportation			236,555 90				229,744 02	
ADMINISTRATION:								
Salaries and Expenses of General Offices	5451	$4,800 00			$4,805 50			
Salaries and Expenses of Clerks and Attendants	5452	5,040 00			5,040 00			
General Office Supplies and Expenses	5453	1,361 98			1,452 86			
Law Expenses	5454	288 40						
Insurance	5455							
Stationery and Printing	5458	194 27			214 94			
Other Expenses	5460							
Store Expenses	5461	1,916 33			1,849 61			
Contributions to Employees' Retirement System	5462	10,371 23			10,207 08			
Contributions to Federal Retirement System	5463				1,865 32			
Total Administration			$23,972 21				$25,435 31	
Total Belt Railroad				$363,501 73				$367,465 86
Grand Total				$1,616,197 15				$1,619,338 37

BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT A

SUMMARY STATEMENT OF TONNAGE BY MONTHS OVER WHARVES FOR THE FISCAL YEARS 1938-1939, AND 1939-1940

	Inbound					Outbound					Grand Total
	Coast-wise	Inland waterway	Inter-coastal	Foreign	Total	Coast-wise	Inland waterway	Inter-coastal	Foreign	Total	
1938—											
July	44,413	203,125	33,466	47,274	328,278	38,116	66,908	29,315	123,663	258,002	586,280
August	48,711	206,879	51,338	45,629	352,557	30,059	70,474	41,084	133,186	274,803	627,360
September	53,944	203,291	59,006	43,476	359,717	35,373	68,672	63,757	111,072	278,874	638,591
October	50,600	205,889	51,810	47,213	355,512	34,621	69,750	68,074	153,946	326,391	681,903
November	57,299	200,144	49,582	50,549	357,574	32,833	61,445	56,011	147,056	297,345	654,919
December	58,516	193,290	48,317	53,406	353,529	20,053	52,598	49,586	144,837	267,074	620,603
1939—											
January	47,147	226,797	48,580	53,506	376,030	25,143	84,477	54,008	128,934	292,562	668,592
February	44,156	160,521	38,030	47,755	290,462	20,862	59,378	46,905	96,116	223,261	513,723
March	47,696	197,038	62,922	76,087	383,743	29,242	47,672	67,067	126,701	270,682	654,425
April	40,187	177,101	57,556	62,441	337,285	29,732	65,152	48,696	113,126	256,706	593,991
May	45,142	181,762	65,780	56,961	349,645	35,695	62,746	56,023	134,117	288,581	638,226
June	43,710	181,843	37,550	48,047	311,150	23,490	55,054	44,237	114,805	237,586	548,736
Totals, 1938-1939	581,521	2,337,680	603,937	632,344	4,155,482	355,219	764,326	624,763	1,527,559	3,271,867	7,427,349
1939—											
July	48,075	204,756	56,949	68,840	378,620	35,088	55,249	48,425	131,140	269,902	648,522
August	45,012	222,698	52,396	66,798	386,904	33,972	64,959	65,510	180,127	344,568	731,472
September	37,732	243,455	57,200	58,117	396,504	38,244	62,256	79,710	162,498	342,708	739,212
October	55,794	204,759	60,616	52,619	373,788	31,424	61,437	80,825	168,798	342,484	716,272
November	38,636	164,006	26,568	36,641	265,851	13,791	57,176	37,376	101,590	209,933	475,784
December	34,862	131,967	3,658	2,617	173,104	2,845	46,733	576	24,573	74,727	247,831
1940—											
January	37,920	137,120	35,171	35,058	245,269	21,185	27,133	38,866	92,589	179,773	425,042
February	44,635	200,734	60,462	74,031	379,862	24,212	62,159	58,145	179,929	324,445	704,307
March	40,629	178,135	57,808	55,629	332,201	23,699	47,016	46,221	152,328	269,264	601,465
April	40,601	168,354	66,589	52,379	327,923	23,095	63,598	44,685	132,021	263,399	591,322
May	42,142	148,725	56,197	58,128	305,192	29,548	75,420	60,239	146,414	311,621	616,813
June	40,997	169,112	57,817	61,300	329,226	33,086	50,220	48,451	159,543	291,300	620,526
Totals, 1939-1940	507,035	2,173,821	591,431	622,157	3,894,444	310,189	673,356	609,029	1,631,550	3,224,124	7,118,568

BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT B

SUMMARY STATEMENT SHOWING TONS OF FREIGHT DISCHARGED AND LOADED OVER THE STATE WHARVES DURING THE FORTY-SIX YEARS FROM 1894 TO 1940

Year			*Tons*
1894–1895			3,729,367
1895–1896			3,848,461
1896–1897			3,657,219
1897–1898			3,894,362
1898–1899			4,154,543
1899–1900			4,646,157
1900–1901			5,048,831
1901–1902			4,890,679
1902–1903			5,203,485
1903–1904			5,528,048
1904–1905			5,292,113
1905–1906			5,748,992
1906–1907			6,802,793
1907–1908			6,468,527
1908–1909			6,325,078
1909–1910			6,866,148
1910–1911			6,629,122
1911–1912			6,798,726
1912–1913			7,528,965
1913–1914			7,253,896
1914–1915			7,947,117
1915–1916			8,900,255
1916–1917		9,389,417	
	United States transport wharves, Western Sugar Refinery wharves, Bethlehem Shipbuilding Corporation and U. S. Steel Products Company wharves	465,142	9,854,559
1917–1918		9,707,612	
	United States transport wharves, etc.	550,000	10,257,612
1918–1919		8,678,791	
	United States transport wharves, etc.	519,678	9,198,469
1919–1920		8,916,798	
	United States transport wharves, etc.	550,000	9,466,798
1920–1921		8,208,577	
	United States transport wharves, etc.	304,510	8,513,087
1921–1922		8,193,435	
	United States transport wharves, etc.	434,565	8,628,000
1922–1923			10,087,936
1923–1924			10,607,309
1924–1925			10,099,336
1925–1926			10,652,076
1926–1927			11,131,850
1927–1928			10,854,087
1928–1929*			11,639,971
1929–1930*			12,448,242
1930–1931*			11,639,151
1931–1932*			9,578,118
1932–1933*			8,674,528
1933–1934*			9,026,604
1934–1935*			9,588,046
1935–1936*			9,626,909
1936–1937*			8,764,382
1937–1938*			7,950,289
1938–1939*			7,427,349
1939–1940*			7,118,568

* Includes tonnage of inbound inland waterway and coastwise cargo reshipped which was not included prior to April, 1929.

BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT C

STATEMENT SHOWING CONTRACTS UNDER WAY AT DATE OF LAST BIENNIAL REPORT AND SINCE COMPLETED

Contractor	Date of contract	Description	Contract price	Extras	Total	Date of completion
Leo Epp	Mar. 22, 1938	Furnish materials and reconstruct Shed A of Pier 50	$32,377 00	$15 48	$32,392 48	July 28, 1938
F. C. Amoroso and Sons	May 2, 1938	Furnish materials and construct addition to State Products Terminal	155,990 00	3,761 63	159,751 63	Feb. 27, 1939
The Cookson Company	June 22, 1938	Furnish material and install steel rolling doors in addition to State Products Terminal	11,371 00	170 58	11,541 58	Feb. 16, 1939
Otis Elevator Company	June 20, 1938	Furnish material and install elevator in addition to State Products Terminal	14,408 00	—45 00	14,363 00	Feb. 15, 1939
Fair Manufacturing Company	June 21, 1938	Furnish materials and construct track aprons for addition to State Products Terminal	1,492 00	22 45	1,514 45	Dec. 20, 1938

BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT D

STATEMENT SHOWING WORK CONTRACTED FOR AND COMPLETED WITHIN THE BIENNIAL PERIOD JULY 1, 1938, TO JUNE 30, 1940

Contractor	Date of contract	Description	Contract price	Extras	Total	Date of completion
Healy Tibbitts Construction Co.	Aug. 13, 1938	Furnish materials and reconstruct south apron of Pier 48 and north apron of Pier 50	$132,450 90	$1,781 87	$134,232 77	Feb. 16, 1939
Leo Epp	Mar. 4, 1939	Furnish materials and construct bulkhead building at Pier 46	22,377 00	223 40	22,600 40	June 19, 1939
Baker Ice Machine Co., Inc.	April 11, 1939	Furnish and install additional refrigeration equipment for State Products Terminal	19,143 00	1,952 43	21,095 43	June 20, 1939
Moore Dry Dock Company	May 10, 1939	Furnish material and replace steel stringers in the depressed track of Pier 42	6,517 00	—70 00	6,447 00	July 11, 1939

BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT E

STATEMENT SHOWING WORK CONTRACTED FOR BUT NOT COMPLETED WITHIN THE BIENNIAL PERIOD JULY 1, 1938, TO JUNE 30, 1940

Contractor	Date of contract	Description	Contract price	Payments to June 30, 1940
None	None	None	None	None

THE PICTURES

This page is to acknowledge the cooperation and the courtesy of the different agencies and persons who have contributed photographs for this Biennial Report. The helpfulness of the American President Lines in aiding the photography of loading and unloading operations is also appreciated.

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THIRD ST
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DELAWARE ST
MASSACHUSETTS ST
NEW YORK ST
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OHIO ST
WATER
WATER FRONT ST
ISLAIS CREEK CHANNEL
LOG BOOM
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